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Engineering

17.99

Powerful Engines

Endurance Tested Power

Colin Campbell Interview

Building Challenge

Post-Petroleum Visions



0008-0139(201107)17:05:1-0

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Submission deadline for issue 24: May
15, 2005.

Reprints welcome with a credit to Car
Busters and a reference to Carbusters.
org.

Subscription/membership info and
coupon: page 29 and 30.

ISSN: 1213-7154 / MK ÈR: E 100018

Printed in the Czech Republic on 100% recycled
paper by Pematisk, Prague.

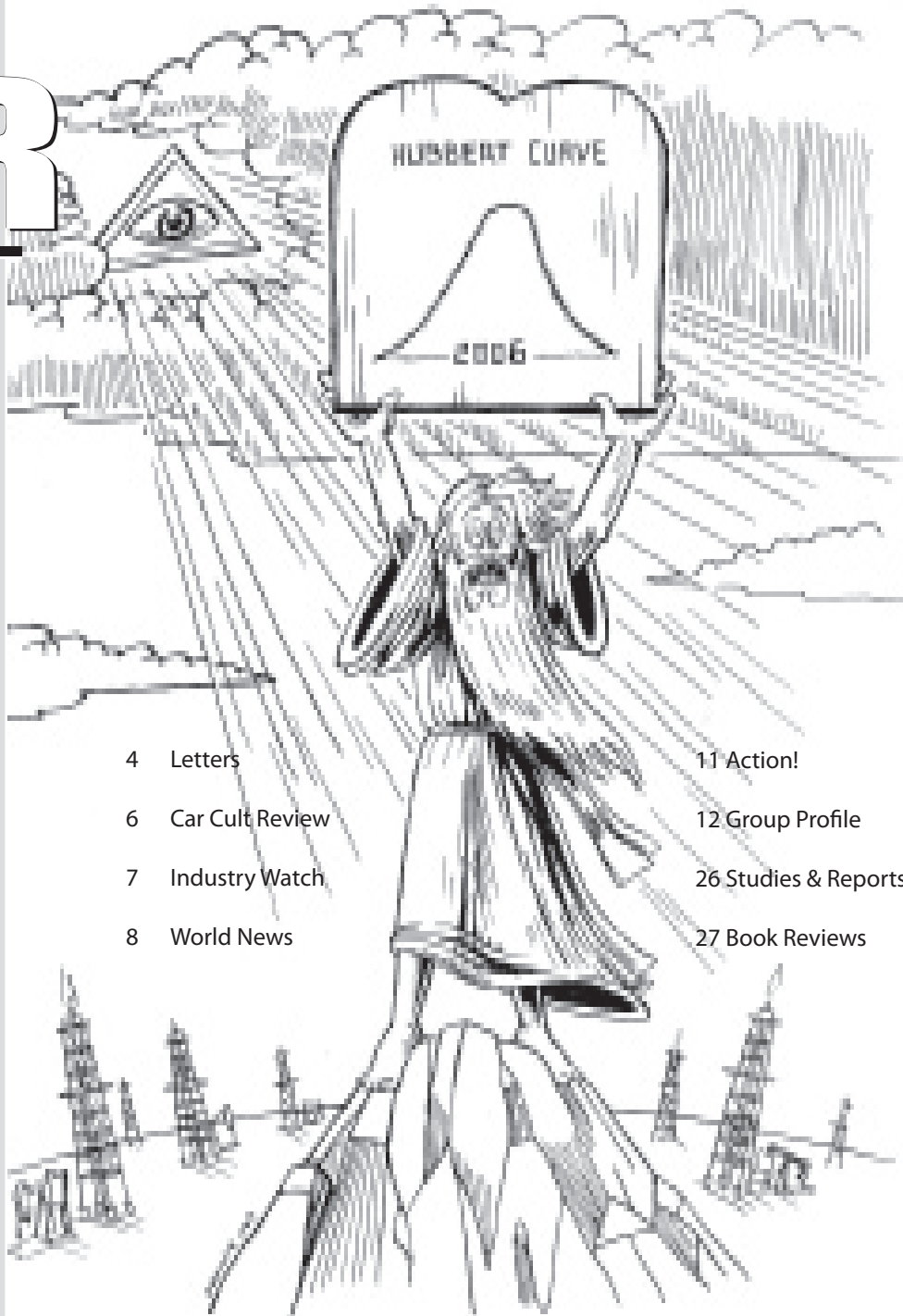
Distributed by Doormouse (Canada); AK Press,
Desert Moon, Small Changes, Tower/MTS, and
Ubiquity (US); Central Books (UK); and many others.
See <www.carbusters.org/distribution> for a partial
list of distribution outlets.

This publication was funded in part by the European
Commission via the European Voluntary Service and
other programmes. The contents do not necessarily
reflect the position of the European Commission or
its national agency.

a project of



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Introduction: Peak Oil is Now

It was back in 1992 that I first picked up a copy of *Beyond Oil: The Threat to Food and Fuel in the Coming Decades* (1986). Its cover depicted a bell curve, captioned "Oil Production From All 50 States." An arrow pointing well over the summit called out "You Are Here."

I had just begun working at Fossil Fuels Policy Action Institute, where I stayed throughout and beyond my university years on the redwood coast in Northern California. This was the group that ran the Alliance for a Paving Moratorium (promoting an end to road building) and published the *Auto-Free Times*, since transformed into *Culture Change*.

Set up by Jan Lundberg, a rare combination of oil analyst and radical environmentalist, it was not a place where we minced words about the state of the planet. We were used to talking about energy-profit ratios, phantom carrying capacity, entropy and other concepts related to what Lundberg called our "fossil-fuel

free lunch." His latest article on the topic, *Peak Oil in a Nutshell: Here Comes the Nutcracker*, appears on-line on Culturechange.org.

The subject of peak oil, the point at which the world's finite supply of oil begins to decline, is an increasingly hot topic, and rightly so. While the depletion of our oil supply began the moment we started extracting it from

the ground, discoveries reached the summit of their bell curve in 1964, and it's just a matter of time until the production curve follows, lagging 40-50 years behind.

There are signs that we've already reached the peak. On March 17, crude oil prices reached an all-time high of \$57.60. Saudi officials now warn that prices could reach \$80 per barrel within two years. And last August, an International Energy Agency report indicated that Saudi Arabia needs up to 800,000 barrels per day of newly discovered oil each year just to offset declining

fields and maintain its current production level. Experts see this as an impossibility – and that if Saudi Arabia has peaked, the world has peaked.

Essentially, the energy source that fuelled 20th-century industrialism is headed toward scarcity, with little in the way of alter-natives in place to cushion the fall.

"There isn't any case you could make, by any stretch of the imagination, based on anything we know, that you could go elsewhere to make up the difference," says

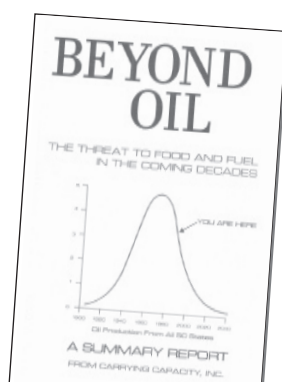
energy investment banker Matthew Simmons, a Republican and advisor to President George W. Bush. "This could become the biggest energy issue the world has ever faced."

We've been gorging at a Roman feast for the last 150 years, and will soon look up at the scraps on the table and be forced to adjust to a lower-energy

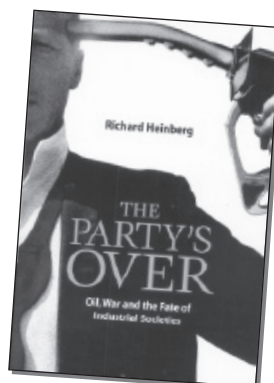
regime. Modern agricultural practices, global trade, and automobile-based transportation are all dependent on an energy source far more concentrated than the alternatives on offer. And when switching to less energy-dense sources, we are forced to correspondingly decrease our energy consumption. We could either cooperate and adopt

a softer path, or ruthlessly compete to suck out the earth's dwindling supplies.

This theme of reconciling with the end of an era of excess carries forward into Richard Heinberg's 2003 book *The Party's Over: Oil, War and the Fate of Industrial Societies*



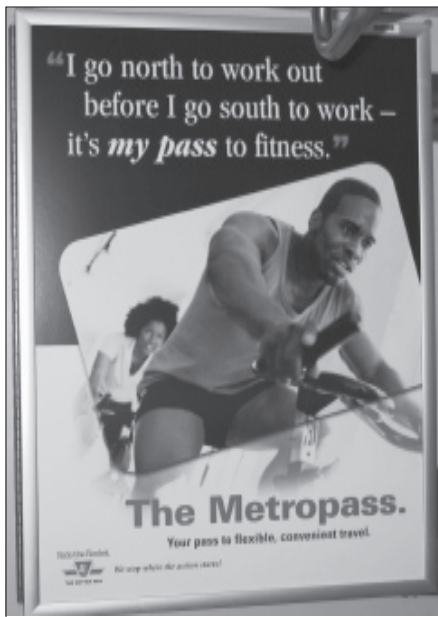
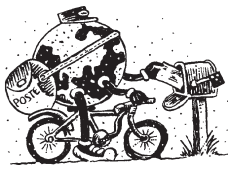
then



now



Letters



Just Save It

I was on the Toronto subway (metro) when I saw this ad for their monthly pass. In their new campaign, the ads show how people's lives can be so much better and easier with the metro pass because they can take multi-trips.

The moment I saw the ad, I thought to myself, why don't these damn fools get on a real bike and just ride to work? Save your damn money from gym fees and a metro pass, and get your exercise for free!

Is it wrong to slam public transit?

Leah Lipszyc

Toronto, Canada

Squeezing Refined Dinosaur Mulch

I live in North America. It's the continent just a bit west of you. The one with all the morbid obesity and righteous indignation. Or maybe you have those things too. I don't know much about Europe. After all, I live in North America. You should be thrilled I even know where Europe is. East, right? I'm pretty sure it's east.

Anyway, cars.

I was standing on the patio of a tall condo-minium building the other day, looking down at the

highway flowing past in either direction. Why do people build condominium buildings next to highways?

I remember a few years ago there was a fad for hanging advertising banners next to highway construction developments. The banners would read: "If you lived here you'd already be home." Which always made me respond: "Why would I want to live here, next to a highway, with the constant grating roar and nauseating stink of exhaust?" To which the banner, a tear in its fabric eye, would invariably reply: "Hey, fine, no need to be rude about it." Which would make me feel extremely guilty. Which would of course inspire the frenzied need to spend money as a salve on any sensation of even minor discomfort. Which is how I came to purchase a condominium in a tall building overlooking a highway. Over-identification with marketing slogans being another notable quality of North Americans.

The point being, I now spend a great deal of time watching cars. As I watch these cars zipping to and fro in a stampede-like rush, I can't help but notice how many accidents are just barely avoided. The space between weaving cars is often mere inches. Less. Centimetres. I'm writing from Canada, after all, where the metric system reigns. Oh steady, amiable metric system, how confident you are in the infinite divisibility of the space-time continuum into tens. How confident all those drivers below me are in the game of centimetres they play every second they're on the road, squeezing refined dinosaur mulch into a slab of metal hurtling along at speeds humans aren't phylogenetically structured to process, placing their lives in the hands of strangers otherwise occupied slurping extra-large coffees, gobbling into cellphones,

tuning radio dials to find the least aggravating bark from the ether.

I can't help but wonder what the long-term psychological distress of all these maniacal high-speed near-death experiences might be, both for individuals and for my culture as a whole. Does it gurgle up in other ways, seemingly unrelated to cars, and if so does this explain, say, all that aforementioned morbid obesity, righteous indignation, and over-identification with marketing slogans?

My feeling is that there are vast reservoirs of psychological distress in every urban driver. If I could figure out how to make cars run on psychological distress, I could become extremely rich. That might lower my own high levels of distress. Which would ironically mean my car wouldn't run.

I also can't help but wonder if quantities of distress can be expressed in metric terms. If so, who might such a unit of measurement be named after? I propose units of psychic distress be called Fords. As in, I walked in on my girlfriend copulating with a business associate. Three fords. As in, the Canadian government has reinstated the draft and is invading Russia via the Aleutians. Five fords. As in, I nearly died in a disturbing shrimp-basting incident. Eight fords. And so on.

I witnessed a terrible accident once. A car tried to take a left turn, gunned it just a second too late, swerved just a centimetre too soon, and slammed into another car. The damaged car ambled along, hood collapsed, driver unconscious, wheels spinning on momentum. The door eased open, almost leisurely, and the driver, a young woman, quite pretty, a tangle of curly brown hair and scrubbed pink skin, slumped out of the car. She landed heavily on the road, smacking her head against the pavement. Blood oozed. The car kept rolling along, driverless, out

WOW LES MOTEURS, LA PLANÈTE SE MEURT !!!

ACCAC (Actions Concrètes Contre les Abus du Capitalisme)

of sight. I called an ambulance. I think the woman lived, although to be honest I'm not sure.

I watch the road below me, marvel at how many times every minute two cars come within fractions of colliding, metal crumpled, glass slivered, drivers crushed into paste, passengers a soup of gore and unrealised ambitions. Three times this minute. Only two times this minute. Five times this minute. And so on.

I really need to move to a new apartment.

Elan Mastai
Toronto, Canada

Thank You for Not Driving

I was delighted to see that little logo "Thank you for not driving" on last issue's Letters page.

Powerful stuff! It is nice to see something positive coming out of the US. I was so impressed I screen-printed some stickers in official "safe blue." I've also sent

some to the UK Department of Transport (Greenwich section). Maybe they'll really kick it out across the country.

Keep up the good work.
Pete Taylor
Bristol, UK

Fun with Windshields

I have a simple, easy and cheap idea for an anti-car action. I have started to put messages on little strips of paper under car windshield wipers. I do a hundred cars a day, every day I am outside my house, just walking on the street when I go to the office, school or anywhere.

I have five different phrases photocopied [sample opposite, at top] for a total of 1,500 strips that I can distribute in 15 days. (I am under the impression that I'm selling a recipe for losing weight.) I'm doing this here, in Montreal, under the name of ACCAC (Actions Concrètes Contre les Abus du Capitalisme).



tattoo by Hell'n of SkullduggeryTatu

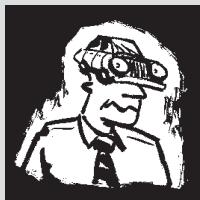
My New Tattoo

I have noticed that in my neighbourhood cars are apparently going up in spontaneous combustion, which I find much better than internal combustion to be sure! I have recently had lovely dreams of colourful exploding cars, cracking me up to no end. I decided to get a little ink job to commemorate a recent explosive event in my



Andy Singer

"One of the best things anyone can do to help the environment is to buy a new automobile."



CAR CULT REVIEW

by Steven Logan

Blood Runs Red On My Windshield

When I was a kid playing video games I felt cheated because I could never run the car off the road onto the pixelated patches of grass. Too bad I am not a 21st century kid because video games really do let kids colour outside the lines. In "Carmageddon II: Carpocalypse Now" the kids can annihilate pedestrians, and little dogs, too.

"Reckless driving will gain you points so annihilate anything and everything in your path," write the creators. "Waste trains, planes and automobiles and smash, trash, crumple, blast, skid and jump with sick-bag-inducing realism.

"Hear the screams of the victims and the howls of their dogs as you dismember all on-comers with your car.

"You can visit the 'wrecks gallery' and marvel at the damage you caused in the race, laughing at your twisted and defeated opponents."

One reviewer writes that a head-on collision with a pedestrian scores big points "if you scrape his body along a wall, slice him in half with your car's door or swipe his feet from under him during a handbrake turn."

A third installment followed Carmageddon II and now part four is slated for an autumn 2005 release, just in time for the World Carfree Day shopping rush.

Celebrity Forests

To offset his personal CO₂ production, actor Brad Pitt planted 1,700 tree saplings in Bhutan, with the help of Future Forests. Rolling Stone guitarist



Ron Wood has a wood in Mozambique.

"We love Africa and I'm so excited about having my own wood in Mozambique," he says. "This is such a wicked idea – keep puttin' it back."

Future Forests plants and maintains trees for celebrities, and regular people, too, who want to offset their CO₂ emissions. Its website lets visitors calculate how many trees they should plant to offset their emissions.

However, trees must be managed for a minimum of 99 years so that they can absorb the required amount of CO₂.

Car Busters decided to try out the Future Forest calculator, with the aid of US Bureau of Transportation Statistics. According to our calculations, Americans would have to plant nearly 17 billion trees annually to offset CO₂ consumption from private cars alone.

Unfortunately, the US Forest Service predicts that developed areas in the United States will increase by 79% over the next 25

years.

Starting Them Early

In the early hours of a February morning, a four-year-old

From a 1983 letter to John Dowlin, secretary of The Greater Philadelphia Bike Coalition from then-US Ambassador to the USSR, Arthur Hartmann.

Dear Mr. Dowlin,
I am delighted to hear that you are upholding bicycles over automobiles. I have been a member of this movement for many years, having bicycled at both my London and Paris posts. In Moscow, however, it is decidedly not recommended.

The Russian people have taken to their cars as, I suppose, would any recent addicts, and they have applied no rules whatsoever to the aggressiveness with which they drive.

Yesterday, I happened to sit next to the mayor of Moscow at lunch and asked him why he didn't join the rest of the world in building bike paths in his city. He said he had no time for such



Industry Watch

Digging the dirt on your favourite

Automakers Unite Against Regulation
Last issue's Industry Watch mentioned the Auto Alliance's lawsuit filed on December 7 against the California Air Resources Board (ARB).

On February 4, the Association of International Automobile Manufacturers – which includes Toyota, Honda, and Nissan, among others – joined the lawsuit. The industry is now united in their battle against clean air.

According to ARB regulations, emissions reductions would be approximately 25% for cars and light trucks and around 18% for larger trucks and SUVs during the initial phase of the regulation set for 2009 through 2012.

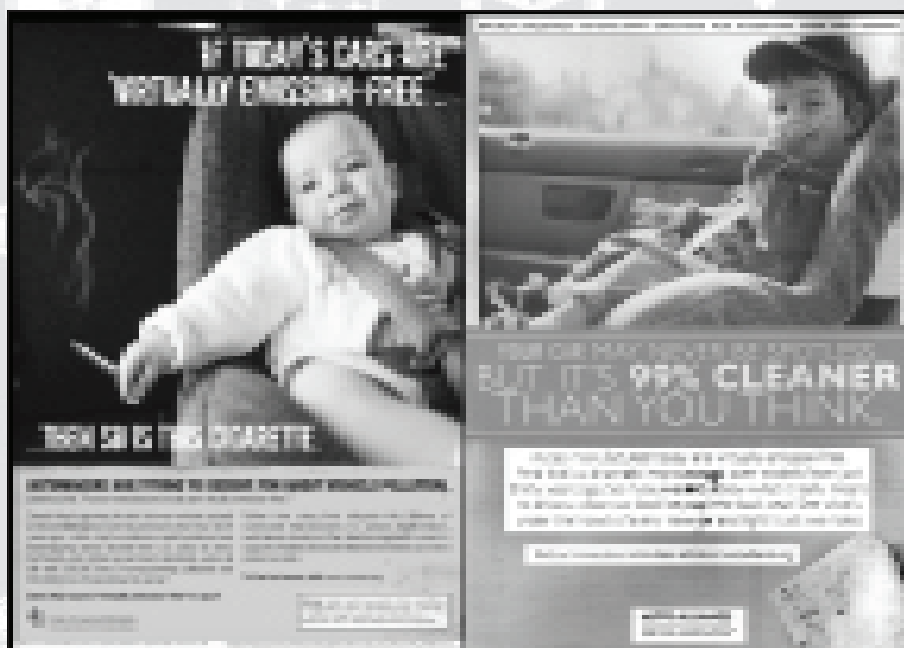
ARB staff expect the regulation's mid-term phase to result in emission cuts of up to 34% for cars and light trucks and 25% for larger vehicles when the rule is fully implemented after 2016.

Although the Auto Alliance claims that the new regulations will add US\$3,000 to the cost of a car, ARB reports that by the end of the regulation period in 2016, the cost of a car is expected to increase by only \$626 and \$955 for large pickups and SUVs.

GM, Ford and other manufacturers decided not to appear on January 31 before California legislators who are reviewing the new rules.

The industry is arguing that ARB is setting regulations for fuel economy, not emissions, which is under the purview of the federal government. The alliance is also claiming that the ARB is denying Californians very right to breathe.

In a December 7 press release it wrote, "The regulation only addresses carbon dioxide, not smog. Unlike smog, carbon dioxide poses no health hazard.



The Union of Concerned Scientists responds (left) to an advertisement by the Auto Alliance (right).

Indeed, plant life needs carbon dioxide to live."The alliance tells us that ARB is trying to reduce carbon dioxide,"which is what Californians exhale when they breathe."

The Union of Concerned Scientists is undergoing an intense campaign against the industry's clean air claims, in general, including debunking statements like the one in the ad above.

The union writes, "to make industry's analogy accurate, carbon dioxide is to global warming what water is to a flood. CO₂ is a naturally occurring greenhouse gas that at natural concentrations helps to sustain a habitable climate on Earth.

However, elevated concentrations of atmospheric CO₂, arising from additional emissions from human activities such as the burning of fossil fuels, trap excess heat, increasing global average surface temperatures. In California, global warming is projected to result in an increase in heat-related illness and death, higher incidence of conditions conducive to the formation of

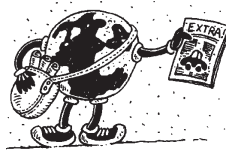
smog, and disruptions to the state's water supply."

Because CO₂ at natural concentrations is not harmful, the Bush Administration has said that it is not an air pollutant. Last year, (Bush's) Environmental Protection Agency rejected a petition to set national tailpipe emissions standards to combat global warming, saying it did not have the legal authority to treat CO₂ as a toxic gas.

The unwillingness of the federal government to take a more strict stand on automobile emissions (leaving states like California with no choice but to make their own regulations) might be related to its close ties with the auto industry.

Bush's chief of staff, Andrew Card, represented the interests of Ford, Chrysler and General Motors as president and CEO of the American Automobile Manufacturers Association (AAMA) from 1993 to 1998, writes the Center for Public Integrity. Analysing records, the centre found that the AAMA spent US\$15.1 million at the federal

World News



Asia/Pacific

Chinese Go for Electric Bikes...and Cars

CHINA - Chinese commuters who are traveling short distances and cannot afford gasoline or a car have fueled a new generation of plug-in electric vehicles powered by cutting-edge batteries.

At the most recent Challenge Bibendum, a green car exhibition sponsored by Michelin and named after the company's mascot, Chinese automakers showcased electric scooters and bikes already in widespread use.

According to government officials, as many as one million Chinese have forsaken their traditional cars for electric bikes and scooters.

But electric cars are also a major draw. China hopes to replace thousands of diesel buses with electric models for use during the 2008 Olympics.

In the end, however, most of the electricity to run all these vehicles would still come from the burning of fossil fuels.

Chinese Rules May Limit Car Sales

CHINA - China is imposing new fuel-efficiency standards, and most American cars and half of European models are not up to par, reports Reuters. To meet the Chinese standards for 2005, US cars' average fuel economy would need to increase by 5-8%.

Car sales in China have been slowing – in 2003, sales doubled but last year they increased by just 15%.

Wet Blankets

Against Pedestrians

THE PHILIPPINES - Police in the capital of Manila have taken an unusual approach to controlling "unruly" pedestrians.

According to one report (in Slovakia's *Národná Obroda* newspaper), the problem is with pedestrians who enter traffic



Wet rag: "Walk and wait on the sidewalk"

wherever they please, and often try to flag down cars to give them a ride, stopping the flow of traffic.

In response, the police have begun to mount to their cars large, wet, dirty rags, which flutter around while they drive and spray anyone who comes too close, thus forcing the "undisciplined" pedestrians back on the sidewalk.

If they insist on staying in the street, they get a fine. Reuters quotes a local sociologist saying, "We lack respect for the government. I think government has to engage in Machiavellian ways." Street vendor Bobot Flores sees things differently, though. "They do not treat us like humans," he says.

Bangladesh Rickshaws

Get Reprieve

BANGLADESH - World Carfree Network scored a victory in its campaign to save bicycle rickshaws in the capital city of Dhaka.

Following pressure on the World Bank, which included a letter-writing campaign on our website, the bank officially ended its support for prohibitions on

The Americas

roads, and local authorities have postponed any further bans.

World Carfree Network would like to thank those who participated in our on-line letter-writing campaign – especially

- Associated Press, March 1

ITALY - Several Italian cities have recently had to impose bans on driving in an attempt at lowering pollution levels and, especially, particulates in the air. Environmental concerns aren't always the reason, though – desperate to conform to EU norms, the cities are considering spraying the streets with chemicals in an attempt to keep dust and pollution on the ground and out of the air.

- The Guardian, Jan. 17

AUSTRALIA - Vehicle sales in Australia are at an all-time high of 955,229 vehicles, according to the Federal Chamber of Automotive Industries. Apparently, higher fuel prices are not driving people into smaller cars. Sales of luxury off-roaders were up 24% last year over 2003. Sales of mid-sized off-roaders grew almost 58%.

In Brief...

FRANCE - Oil is running out and the Paris-based International Energy Agency is suggesting limiting car use in order to deal with the crisis. Proposed cutbacks include anything from car-pooling to outright police-enforced driving bans for citizens.

What, if anything, governments do about dwindling oil resources remains to be seen.

- Energybulletin.net, March 24

USA - The American stock car racing association NASCAR is under fire for continuing to use leaded gasoline. According to a recent report, the US Environmental Protection Agency (EPA) has been trying since 1998 to convince NASCAR to switch to unleaded fuel.

After consulting with the EPA, NASCAR tested unleaded gas in some races during 1998 and 1999. Environmentalists are now wondering why a permanent change has not been made.



ITDP, which played a crucial role in influencing the World Bank.

More info and our press release can be found at <www.worldcarfree.net/dhaka/>.

Donkeys Solve Transport Problems

BANGLADESH - According to the BBC, Bangladesh is importing 20 donkeys from India in order to transport goods.

A government official said the hilly terrain in the Chittagong Hill Tracts, where the donkeys will be employed, meant road construction was "very expensive compared to other regions."

Progressive transport policy, however, was not behind the decision. One government official put it bluntly, saying the area is "backward" and thus inaccessible to modern transport.

Baltimore May Tear Down Freeway

US - According to the March 10 Washington Times, Walter Sondheim Jr., a developer in Baltimore, Maryland, wants to raze part of a downtown freeway, saying the road's destruction "presents an opportunity for all kinds of things."

Is this a trend? San Francisco chose not to rebuild a freeway damaged during an earthquake. Portland replaced a freeway with a waterfront park. And Milwaukee recently demolished the elevated Park East Freeway that ran through its city centre and is replacing it with a boulevard.

Economic arguments sit well with politicians. Milwaukee's former mayor says that such a freeway, "ruins property values... [and] sort of creates a dead zone."

American Cities Unofficially Join Kyoto Protocol

US - The day after the Kyoto Protocol went into effect

on February 16 without US participation, Seattle Mayor Greg Nickels announced plans to lead a city-by-city effort to limit CO₂ emissions in accordance with the terms of the international treaty rejected by the Bush administration.

According to the Seattle Post-Intelligencer, Mayor Nickels plans to create a coalition of "green" cities that will commit to lowering greenhouse gas emissions. Meanwhile, mayors from several other American cities (including Santa Monica and Oakland, California, and Portland,

Africa

With Nickels in his bid to form a coalition of cities committed to fight global warming. Oakland has set a goal of a 15% reduction by 2010.

Canada Gives Millions to GM

CANADA - The Canadian government and the province of Ontario recently announced they would contribute CA\$435 million to General Motors' operations. This money is part of the federal government's CA\$1 billion, five-year subsidy programme for manufacturing industries, of which CA\$500 million was aimed at Ontario's auto industry.

Toyota is considering a new CA\$1 billion plant in North

- The Australian, Feb. 3

GERMANY - The opposite trend is the case in Europe where the number of new registered cars dropped 4.1% to 1.05 million units in February.

- Reuters, March 17

CZECH REPUBLIC/SLOVAKIA - With completion of the TPCA (Toyota Peugeot Citroën Automobile) factory, the Czech Republic now produces 800,000 cars, making it the world's top car producer per capita, according to the Czech Minister of Industry and Trade.

Not to be outdone, Slovakia recently announced that, by 2007, it expects to be the number one per-capita car producer. By then, that country also expects to produce 800,000 cars - but with 5.4 million inhabitants, it has only half the population of the

Czech Republic.

- Radio.cz, Feb. 28; Bloomberg News, Feb. 24

GERMANY - Think plant-based "biofuels" are the answer to global warming? Think again. According to a German report, fuelling all the cars in Germany with plant-based fuels would require the plants to take up an area twice the size of the country.

- Die Tageszeitung, Feb. 25

THAILAND - About 1,000 Thai and foreign cyclists took part in the annual Thai-Burmese bicycle ride on February 13. The trip is organised to promote friendship between the two neighbouring countries. Participants from Thailand, Burma, Europe and Australia pedalled through the city of Tak before crossing to Myawaddy in Burma, visiting temples and tourist spots.

America, and the government hopes it will choose Canada. "It [the government money] makes it even easier to get the next (Toyota investment) because it shows that the government is very much interested in participating in new investment in Canada," the president of the Automotive Parts Manufacturers' Association said.

Industry players have argued for years that Ontario needs to provide financial incentives so the province can expand its automotive base. Several US states, including Alabama and Mississippi, have offered hundreds of millions of dollars in infrastructure and training funds, plus tax breaks, to attract new factory work.

In better news, Canada is contemplating a law similar to the California emission regulations (see Industry Watch). Environment Minister Stéphane

Europe

last September that "establishing California-type standards for Canadian vehicles was one of his 'priorities' as Environment Minister," says a Sierra Club of Canada press release. Cars and trucks produce approximately 12% of Canada's greenhouse gas emissions.



Yeti meets Yeti – the new SUV from Skoda. See "In Brief..." on page 9.

According to the Sierra Club, a secret cabinet memo leaked to the Globe and Mail in January acknowledges that Canada will not meet Kyoto's targets without regulating industry.

Ban on Photos of Royal Limousines

SWAZILAND - Anti-car sentiment is on the rise in Swaziland, at least as far as the king's new limousines are concerned.

According to Reuters, local pro-democracy activists and members of civil society have been raising questions on the king's purchase of a Maybach 62, the world's most expensive automobile. As a result of the furor, the royal palace has ordered a ban on all photographs of the royal limos.

Some local photographers did manage to snap pictures of his latest luxury acquisition: A Mercedes-Benz S600 V12 stretch limousine.

Pro-democracy activist Bheki Matsebula complained that the king is willing to spend more on cars than on the welfare of his people. "These two new ones [cars] alone could cost US\$1 million. By contrast, the king could find only US\$4.5 million [for] the tens of thousands of Swazi children whose parents have died of AIDS," commented Matsebula.

Professor Calls for End to "Carmageddon"

SOUTH AFRICA - Predicting a deadly Easter weekend, a professor in Cape Town has claimed there is a silent, world-wide war between motorists, pedestrians and cyclists which he has dubbed "Carmageddon."

Professor Louis Reynolds, who works in the Red Cross Children's Hospital's intensive care unit, quoted World Health Organisation and World-watch Institute statistics saying between 1.2 million and 1.8 million people are killed by cars every year, four times the number killed annually

in combat.

In the same article, the Cape Argus newspaper reported that the most dangerous highway in the country is Ben Schoeman Highway between Johannesburg and Pretoria, with 48 fatal accidents every 10 km, based on data from January 2001 to December 2004.

Mont Blanc Tunnel Court Case Opens

FRANCE - Six years after a fire in the Mont Blanc tunnel in which 39 people lost their lives, the court case of the tragedy opened in Bonneville, France. Meanwhile, demonstrators and activists complain that little has been done to improve safety and reduce pollution, traffic, and accidents.

According to Italian NGOs, one accident takes place every week in the tunnel, without the press being alerted. Truck traffic is up 25% from one year ago and rail transport was down 15.5% in France between 2000 and 2003.

Also, the tunnel remains unlawfully narrow (seven metres instead of the nine metres

The Middle East

Despite this, French and Italian Mont Blanc tunnel operators are presenting their infrastructure as "the safest tunnel in Europe." According to activists from Association pour le respect du site du Mont-Blanc, the press have been bowled over by perfectly orchestrated visits of the installation and often fail to notice the major shortfalls of a tunnel that will never be suitable for heavy goods vehicles.

On January 26, five days before the opening of the trial, Mont Blanc NGOs held a press conference and then invited journalists to follow them to the tunnel's access road.

Protesters quickly installed a cable across the road and eight of them locked themselves to this cable, blocking all traffic to the tunnel. The action was

Action!



Greenwash Guerrillas Crash Greenpeace Business Lecture
LONDON - Wearing protective radiation suits and wielding greenwash detection and clean-up equipment, The Greenwash Guerrillas declared the fourth Greenpeace Business Lecture a "Toxic Greenwash Hazard."

Lord Oxburgh, Chairman of Shell delivered the speech on January 25 at the Royal Society of Arts in London.

Greenpeace Business said in advance that "the lecture will focus on the future of oil companies in the light of growing evidence on the dangers of climate change."

Guerrillas advised passers-by and would-be attendees to move away from the building, and warned those insisting on entry that direct physical contact with the anticipated levels of "Corporate Social Responsibility" (CSR) could cause long-term damage to spiritual health. Not to mention the likelihood of becoming a bit-player in a Shell-choreographed CSR soap opera.

Sadly, no one took this advice – perhaps the gas masks made it too hard to decipher.

A banner reading "TOXIC GREENWASH HAZARD" (with the "A" of "GREENWASH" an oil derrick pumping out flames and clouds of CO₂) was tied to the railings of the very fancy Royal Society of Arts.

Most attendees were drawn from the world of oil companies, renewables companies, big NGOs, media and politics. Almost all accepted a non-toxic leaflet while some stopped to talk through the issues, often implacably opposed to Shell and determined to throw Oxburgh a tough question. One of the participants asked us if we were Greenpeace picketing Shell, as did an independent reporter; there's nothing like a little confusion to put the issues in a clearer light.

As the punters queued to enter the lecture, a few GGs took advantage of their protective clothing to accept a Greenpeace Business offer to come inside and watch the lecture on the live video feed. At first they just checked the room for high but manageable levels of greenwash. But once Oxburgh came on screen, the equipment was under too much pressure, so they beat a swift retreat.

This equipment is cutting edge, high-tech prototype stuff on its first outing, and we need it to be in good order for the doubtless large numbers of events which we will have to attend and contribute our unpaid, unsung public service. This is the year of the G8 in the UK after all, so unprecedented levels of climate-related greenwash will be sticking to our shoes all the way to July at least.

- Greenwash Guerrillas

Critical Mass Freedom of Assembly Under Attack

NEW YORK -- On March 22, The City of New York filed suit against TIME'S UP! and four of its volunteers, seeking to legally block them from participating in and promoting the Critical Mass bicycle ride, which meets monthly at Union Square Park. The suit also challenges the rights of 20 or more people to meet in a park without a permit.

TIME'S UP! is a nonprofit group that has been working for close to two decades to improve New York City's environment and to create sustainable community solutions.

Operating on a shoestring budget and with 100% volunteer labour, it has hosted hundreds of free events and educational workshops every year, from community garden clean-ups to bicycle repair workshops. TIME'S UP! volunteers are shocked by the city's actions and the continued harassment that cyclists have faced since the Republican National Convention last August.

"The ramifications of this lawsuit are troubling," says Norman Siegel, a prominent civil rights attorney who represented Critical Mass cyclists last year. "Under the city's view, advocates should not be able to advertise or promote protest activity, which is clearly unconstitutional."

At the March Critical Mass, the police harassment continued, with 37 bicyclists arrested, allegedly for minor infractions for which motorists would at best receive tickets.

Police cut the locks of dozens of bicycles and seized them, in direct violation of Federal Judge William H. Pauley III's order of December 23.

TIME'S UP! has established The TIME'S UP! Bike Legal Defense Fund, and asks supporters to donate funds to help fight this assault on our rights. For further info, see <www.times-up.org>.

- TIME'S UP!

WCN Member Group Profile

n More Bikes: Italy's Associazione +bc

Editors' note: This is one in a series of profiles of member groups of World Carfree Network. To become a member organisation and see a list of our members, visit <www.worldcarfree.net/about_us/memberorgs.php>.

by Giovanni Pesce and Stephan von Pohl

Associazione +bc was founded in June 2003 by a group of bicyclists who met at Milan's flamboyant Critical Mass. Already in 2002, the group was organising some informal activities in squatted former industrial areas of Milan. There, they put together a mechanical workshop which in the evening turned into a "café chantant" with music, a piano and candles – all in an industrial setting.

The organisation is more of a "grown-up" extension of these activities. It is a registered association with institutional contacts and public financing, but it still retains much of the original playful and informal style. The original, founding group

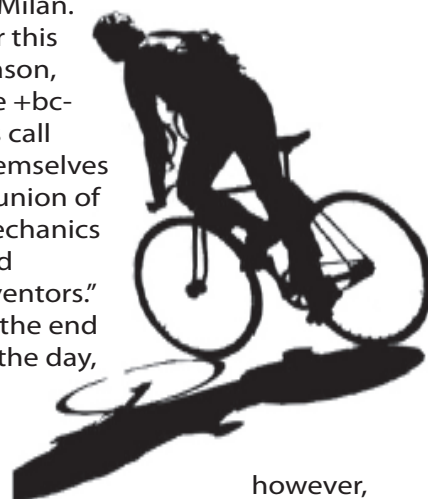
numbered about 15, but with volunteers and other participants, there are now over 100 people involved. The group just opened a new workshop in another squatted area.

The name +bc is a pun, which in Italian reads "more bikes." The name is as simple and essential as the bicycle itself, but the only problem is that it generates a lot of questions, such as "how do you spell it?"

Part of the group's mission is to combat Italy's widespread nouveau-riche car fetishism, where the bicycle is still seen as the poor people's means of transportation. Associazione +bc wants to improve the public perception of pedal machines, as opposed to motorised machines.

For some members, the group's mission is primarily cultural, while for others it is centred around cycling as a way of life. They are bicycle "fetishists" who love the mechanical side of cycling and enjoy working with their hands. Their goal is to enhance mechanical culture, and to share their know-how and do-it-yourself skills with the people

of Milan. For this reason, the +bc-ers call themselves a "union of mechanics and inventors." At the end of the day,



however, the two goals – the mechanical and the cultural – work together. By putting the bicycle on stage as a modern fetish, +bc improves the general attitude toward this "poor man's" vehicle.

To help achieve this view of the bicycle, +bc spreads its ideas through fun and creative educational programmes such as going to schools to teach kids how to fix their bicycles. There are also street workshops, where +bc helps people fix their bicycles in a nice social atmosphere with drinks and music.

The group's main task is the management of a velo-station, which offers assistance to commuters who combine travel by Milan's underground with the bicycle. The station, located at the last stop of the underground in the southern suburb of San Donato, was opened in November 2003.

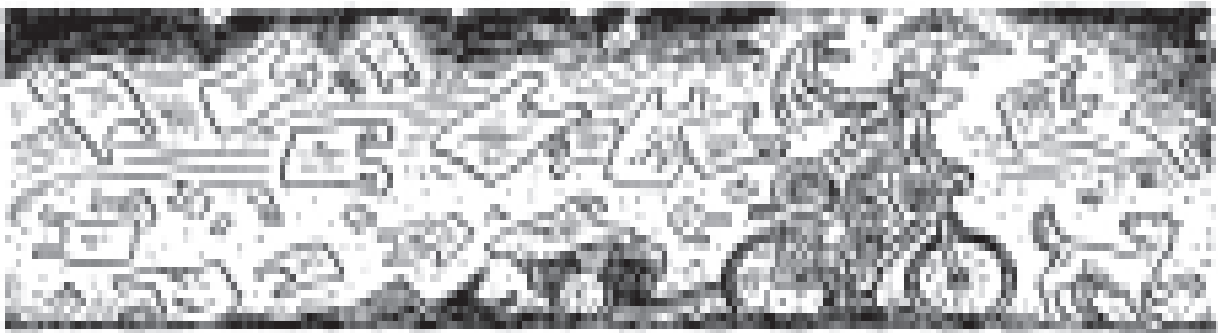
Associazione +bc member Davide Maggi runs the velo-station full time and is aided by several skilled zen mechanics. The station provides guarded parking for 40 bicycles, has 40 more bikes for rent, and offers bicycle repair. There are also 300 outdoor parking spaces, which according to Maggi are almost always filled. The secure parking costs EUR 15 a month. The velo-station also offers information on cycle mobility and events, and



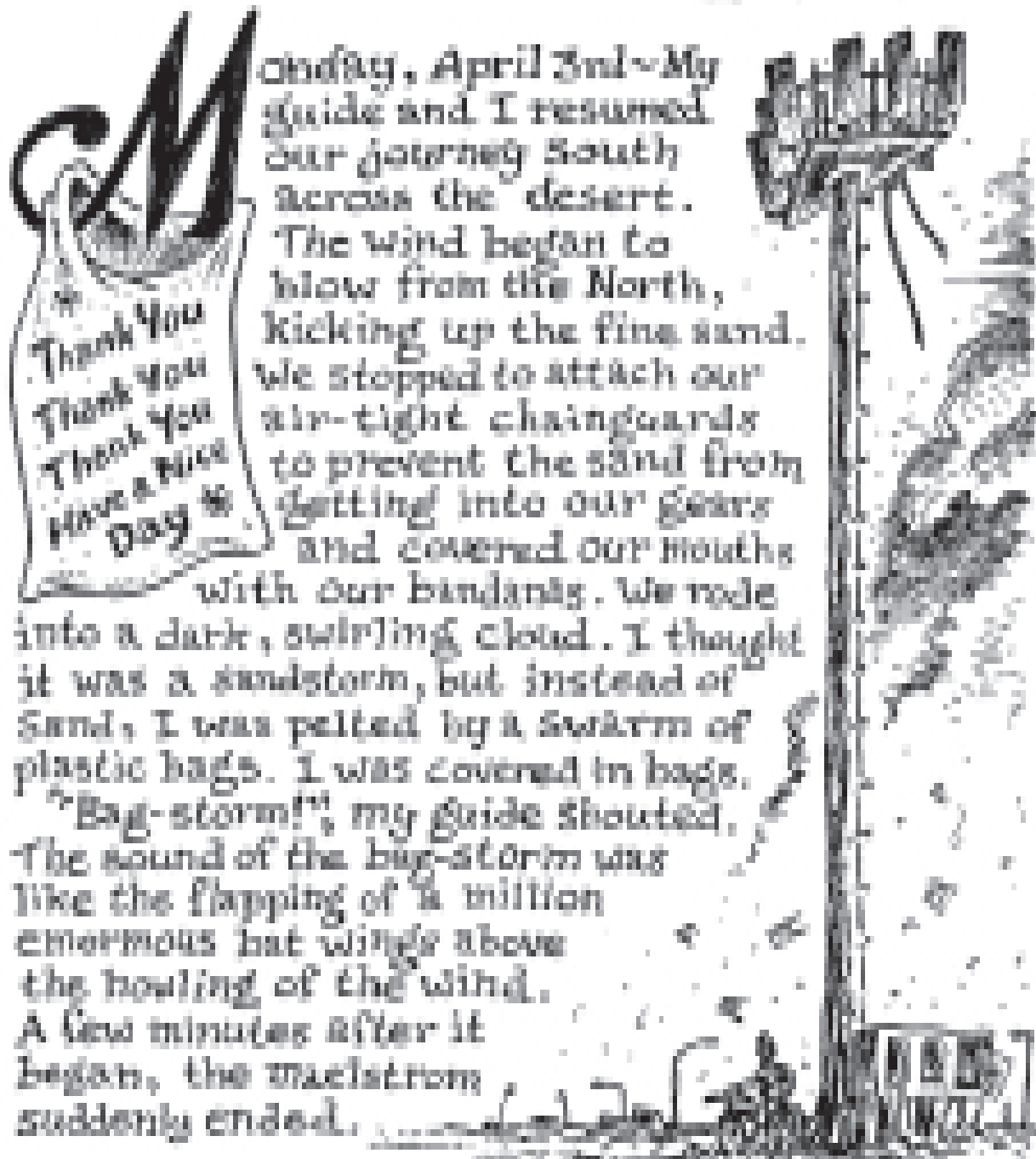
Bicycle maintenance at the velo-



nPost-Petroleum Visions begin with an excerpt from Ken Avidor's yet-to-be published graphic novel



INTO THE TOXIC ZONE



Today, April 3rd~My guide and I resumed our journey South across the desert. The wind began to blow from the North, Kicking up the fine sand. We stopped to attach our air-tight chainguards to prevent the sand from getting into our gears and covered our mouths

with our bandanas. We rode into a dark, swirling cloud. I thought it was a sandstorm, but instead of sand, I was pelted by a swarm of plastic bags. I was covered in bags.

"Bag-storm!", my guide shouted. The sound of the bag-storm was like the flapping of a million enormous bat wings above the howling of the wind. A few minutes after it began, the maelstrom suddenly ended.



Post-
roleum

Journey to Bicyclopolis



an excerpt from the journals of Professor Percival

by Ken Avidor

I began my journey to Bicyclopolis in 2076, nearly 65 years after all contact with the North American continent ceased. Travel was restricted as the chaos and violence swept over North America after the "Peak Oil" year of 2006. The runaway greenhouse effect that began in 2015 spawned scores of powerful storms in the Atlantic Ocean increasing the risk to travelers. Since ships that burned fossil fuels were banned by the final Kyoto Convention of 2018, no sailing ship would attempt the dangerous Atlantic voyage to America. After the loss of radio transmissions, the fate of Americans in the Post-Industrial Era remained a mystery.

Over the decades, global warming rapidly melted the ice pack in the Arctic Ocean until safe navigation to America once again became possible. Sailing the polar route, fishermen began exploring the northern coastline of what used to be called Canada. They made contact with bike nomads on the southernmost shore of James Bay in the former province of Ontario.

Bike nomads relayed a message from Bicyclopolis, a city in the interior that expressed concerns about the increasing numbers of sailing ships in

Hudson Bay and requested an emissary from Europe to visit Bicyclopolis. As a precaution against what they feared might be an invasion, they required the emissary to travel to Bicyclopolis unarmed and alone.

The Geographic Society chose me to be that emissary because of my knowledge of the history and geography of North America. In less than a year, I was aboard the *Etoile du Nord*, a three-masted bark sailing for James Bay. Three weeks later we made contact with the bike nomads and I went ashore to begin my journey to Bicyclopolis.

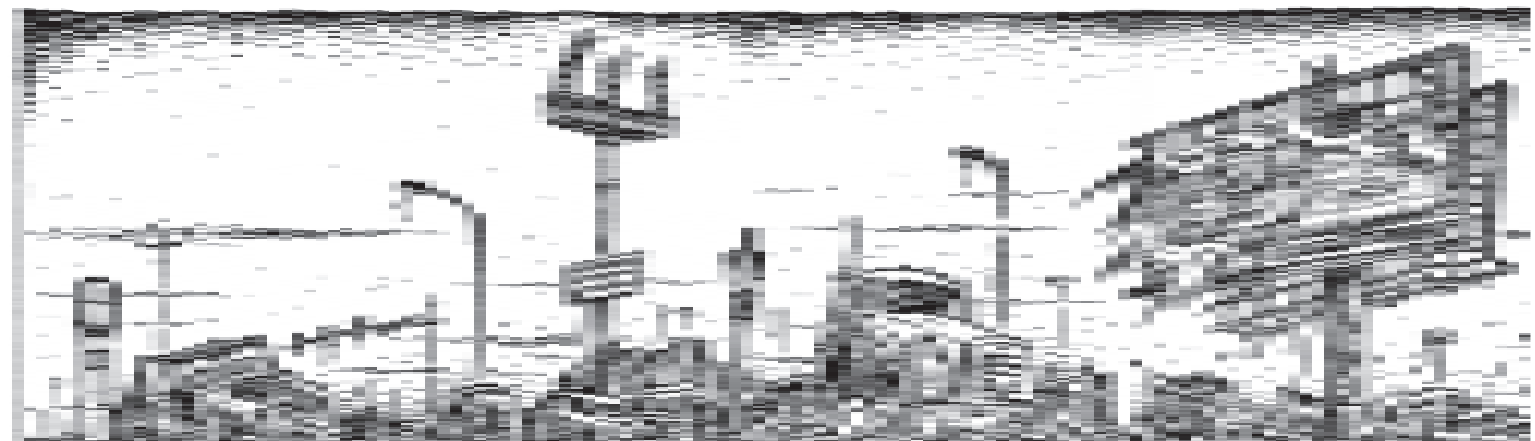
We biked southward through a desolate and desertified landscape shrouded in smoke from thawed and burning peat bogs. We biked across the dry bed of Lake Superior past stranded and rusting ore boats. Barren rock and sand dunes replaced the once famous North Woods of Minnesota. Here and there we would encounter the rusting hulk of a car, a cell phone tower or the ruin of a shopping mall.

After two weeks of travel, we arrived at the gates of Bicyclopolis.

Bicyclopolis is a walled city of 18,000 inhabitants. The buildings are made of mud brick with old bike frames used to suspend awnings over the narrow streets. Most of the citizens are farmers and craftsmen. Many of the



activities centre on bicycles which the inhabitants have adapted to different tasks. Bicyclopolis also serves as a trading post for the tribes of bike nomads. In addition to providing meat and fibre from their herds of goats and sheep, bike nomads trade scavenged bikes and bike parts with the artisans in the bazaar.





On my second day after arriving in Bicyclopolis, I was invited to meet with Mariyah Fletcher, the city's chief historian and a member of the Council of Elders, who advises the elected and appointed officials of



Bicyclopolis.

Membership on the council is an honour bestowed on citizens with a lifetime of extra-ordinary service to the city. In addition to being one of the founders of Bicyclopolis in the early days of the post-petroleum era, Mariyah Fletcher helped create the city's public library and museum. I met

Mariyah at a café in Velo Square in the centre of Bicyclopolis. Mariyah is a short, spry woman in her eighties with dark weathered skin and gray hair. She wore the simple, stylish clothes that one sees all over Bicyclopolis. I ordered the local beer made from sorghum, and my companion sipped a glass of wine.

She asked how conditions were in Europe and about my voyage across the Arctic Sea and what my impressions were as I biked down from Hudson Bay. I told her about the terrible period of adjustment in Europe in the early part of the century, but that was nothing compared to what I had seen in the past few days in America. I was shocked at the ravaged and devastated condition of regions I had just bicycled through. I was eager to learn what events and circumstances could turn a vast area of North America into a desertified wasteland.

This is Mariyah Fletcher's first-hand account of her life in post-industrial America:

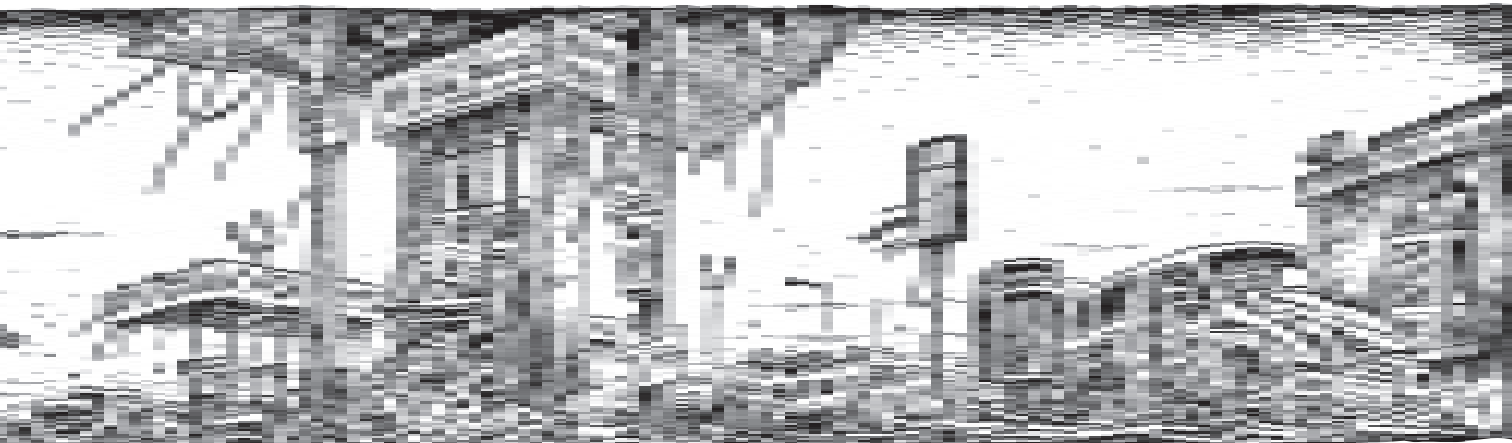
"I was born in Morocco in the last century. My older brother and I were adopted by an American couple and raised about seven hundred kilometres from here in Minneapolis. Minnesota was much different then. It was so green and there were so many people. I remember the noise from the jet planes and cars like it was a dream!

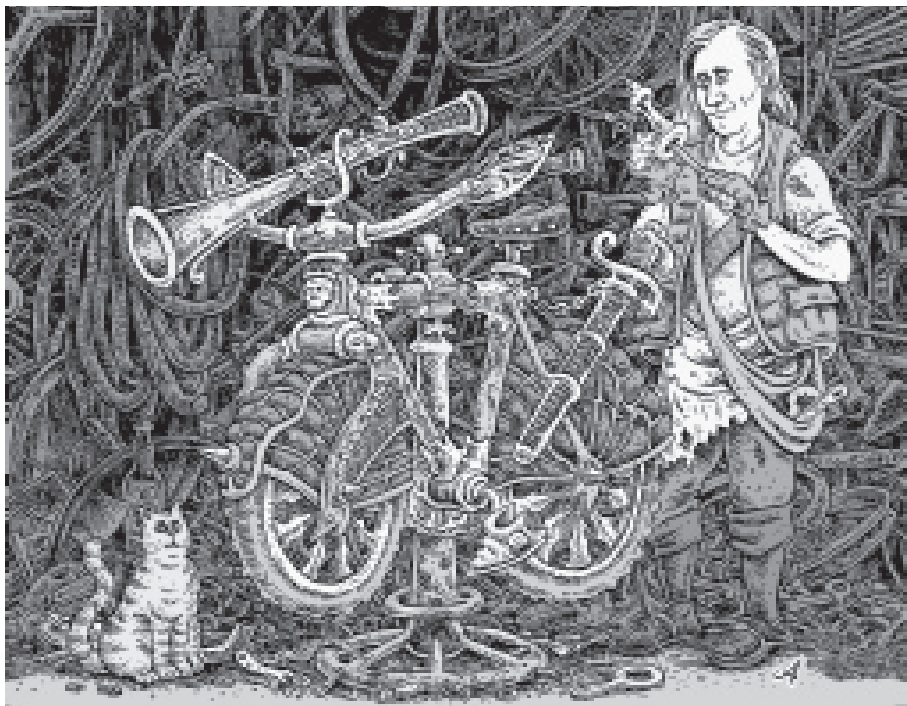
"I was a teenager when that dream world began to fall apart. It is rather odd looking back to that extraordinary time and remembering that Americans thought it would last forever. A few well-informed ones

understood that there was a limited amount of petroleum in the world and that most of it existed outside the US, but even those few educated Americans assumed that their society would make an easy transition to another source of fuel before the last drop of crude oil was pumped from the last well. What nearly all Americans failed to comprehend was their 'lifestyle' depended on cheap and plentiful petroleum. The petroleum-fueled 'American Economy' could not exist if Americans paid the true cost of petroleum.

"In hindsight, it's easy to see that America's production of petroleum, the resource that its people had come to see as their birthright, peaked in the early 1970s and began to decline. Americans became dependent on the world petroleum market. There was a brief period when the US economy grew fat on cheap petroleum. American cars and waistlines also grew fat. But this fat time couldn't last.

"The world production of petroleum peaked in 2006. Competition for the scarce and dwindling resource fueled the 'Oil Wars' of the late twentieth and early twenty-first centuries. Americans thought the wars were about 'terrorism' or 'weapons of mass destruction,' but they were duped by a government with ties to the petroleum industry and the military. Even as we invaded or bombed one petroleum rich nation after another, the government and the news media never mentioned that the wars were about petroleum. I remember hearing my parents talking about the Oil Wars, first





the war in Iraq and later, the other ones in Iran, Nigeria and Venezuela. But I'm getting ahead of myself.

"A few people in America who got their information from the European publications or the Internet knew that the Petroleum Age was nearly over. There was only a short time to prepare for the difficulties to come. I was fortunate that my family belonged to the two groups that had the skills necessary to survive the collapse of the industrial world. All the young people you see in Bicyclopedia are descendants of two small groups: the Re-enactors and the Bike Messengers.

"My father and mother were Historical Re-enactors. Dad and Mom's hobby was re-enacting historic battles with other like-minded enthusiasts. They traveled all over the world to dress up in period uniforms and fire muskets and cannons. Every year they resurrected the battles of Waterloo, Yorktown, Gettysburg and others.

"My father was a history professor at the university and my mother was a high school teacher. In their zeal for authenticity, my father and his fellow Re-enactors made many of their own uniforms and weapons. What they could not make themselves, a network

of men and women skilled in the crafts of the Pre-Industrial Era supplied. I remember going to the Old Fort on school trips and seeing my uniformed father drill and play in the fife and drum corps. My mother and her friends showed us how to milk a goat, spin wool or weave cloth on a loom. Early in the crisis, the Re-enactors secretly prepared to occupy the Old Fort.

"My brother was a bike messenger. He and his friends were totally into the bike culture of that time. They could take apart and put together any bike blindfolded. Unlike most Americans, they had the skills and endurance to survive without motor vehicles.

"In 2006, soon after the world passed the peak of its production, petroleum was suddenly transformed into a scarce and valuable commodity. What made matters worse was the rising demand for petroleum in the populous Asian countries. Panic gripped the markets as soaring prices affected anything made from petroleum or dependent on petroleum for manufacture or transport.

"As people conserved and business expansion slowed, the price of petroleum dropped, but only temporarily. The long-term prospects for the petroleum-dependent society were bleak. In

the brief lull after the first serious price spikes, it gradually became clear to a few people like my mom and dad that it was impossible to save the ship of state. It was time to prepare the lifeboats.

"The US and other nations that imported petroleum responded to the crisis by printing more dollars to pay off their increasing debts. The petroleum-exporting nations chose not to sell their dwindling supply of petroleum for worthless US dollars and chose instead to sell it for yuans, yens and euros. The result was a severe shortage of petroleum in America.

"Suddenly, the crisis took a turn for the worse. The complex and petroleum-dependent system for growing and distributing food collapsed. Food rotted in fields and warehouses. Food riots broke out in every city. The government in Washington, preoccupied with foreign wars, was incapable of responding to the civil unrest. The National Guard, weakened by years of war, ceased to exist as soldiers stayed home to protect their families from the violence and looting. State and local governments tried to maintain law and order with police and volunteers.

"It was during this early stage of the crisis that my parents and the other Re-enactors quietly took refuge in the Old Fort, which they had no difficulty taking over and occupying. For many years, the government had cut the budget of the historic fort, leaving it in the competent hands of volunteers who were nearly all Re-enactors. We raised no suspicions as we entered the fort in our period clothes and uniforms.

"After we moved to the Old Fort, my brother and other now-unemployed Bike Messengers prepared to leave the city and live off the land like a nomadic tribe. There was no future for them in the city. The economic crisis that followed the first petroleum price increase forced most companies to go out of business. The downtown business district



After the Car Wars



an uRBAN ECO-ACTIVIST FINDS PEACE IN HIS

by Mitchell Near

I can sit in my living room in San Francisco and hear the birds. A decade ago, all I heard were cars zooming by on the street and jet planes bursting through the sky. The back of the house was somewhat more peaceful; that's where I'd read my science-fiction magazines and novels. Many of those authors projected a future filled with flying cars and gadgets galore. They were wrong.

Bicyclists silently glide by on bike paths, walkers take to the widened sidewalks, and children play in the linear parks that flow down the centre of formerly auto-dominated streets. A creek runs through the centre of a park in front of my house. Apple and plum trees grow there. If I listen carefully, I can hear the water rushing between boulders while reading in my recliner next to the bay windows.

The transition to this state of grace wasn't easy. My wife, Zoe, and I bought our modest "Mediterranean bungalow" 25 years ago. Back then, in the 1990s, almost every family felt it was their right, and an absolute necessity, to own multiple, huge cars. The city streets were highways and parking lots; When these were full, drivers turned to our so-called sidewalks for space.

I'd gotten rid of my Honda Civic back in 1995, and lived without a car ever since then. Our neighbours thought we were kind, but strange eco-urban-environmentalists. As long as they could have their cars, it was okay for us not to have one – it meant more parking space for them.

Then, the car wars came. The year was 2008. Oil had reached \$100 a barrel. The fuel-cell cars were nowhere in sight. The autos were still guzzling up the gas, and

even someone who didn't drive a Hummer was paying up to \$100 for a fill-up. Fights broke out at the gas stations. One man was shot and killed while siphoning gas from a car a few streets away from his own home. The perpetrator was tried by a jury of his peers and acquitted; the jurors seemed to think that it was justifiable homicide.

The gas was not the only thing getting expensive. Those myriad goods from China that we all "needed" – plastic chairs for the backyard or alarm clocks that told you when to get out of bed in five different languages – went way up in price. And that trip I wanted to take to see the gardens of Kyoto? I quickly forgot about it. The plane flight alone cost more than completing all my garden projects – two ponds, a waterfall, and one-of-a-kind garden sculptures crafted by local artists. I figured I might as well spend the money on my own garden; then I could go back there every day of the year.

The usual crowd of urban-eco

activists (myself included) started clamouring more than ever for change. Now is the time for transit, walking, cycling. The auto is the dinosaur. Take back the city! We got a few more people to join us, but the majority of folks thought they could keep driving forever, and this was just a temporary phase.

Two years later, the Saudi Arabian monarchy was toppled. The crowd that took over cut off the spigot for what oil remained in the ground of their desert country. Some politicians called for a direct takeover of Saudi Arabia, but we'd lost so many of our sons and daughters in Iraq that most Americans wouldn't go for that. Besides which, the armed forces of the United States didn't have enough oil to even mount the offensive.

The price of a barrel of oil doubled to \$200. Driving became unaffordable except for the extremely wealthy. Often, there was no gas to be had. That's when people began to realise that they had to change. My neighbors with



Painter, architect and musician Andrew Frontini wonders: dirigible transport for a post-car society?



All the Oil, Oranges and

LIFE ON THE CANADIAN COAST GETS A WHOLE LOT EASIER



Ken Avidor

by Stephanie Sersli

Back in the beginning of the century, experts predicted the “horrific consequences” of the depletion of world oil supplies, threatening unavoidable economic calamity, global depression, a plunging standard of living for everyone, and ultimately world conflict and war. I remember that. I guess I’m one of the fortunate ones; the transition wasn’t too much of a shock for me. I remember the first days of the petroleum shortage; the price of gas got higher until finally it wasn’t available. The number of petrol stations was already dwindling in the city; now you can’t find them anywhere, not even for biodiesel.

My city, Vancouver, unlike most others, did not allow a replacement of petroleum-based private vehicles, not even with electric or hydrogen-fueled alternatives. Public transit and taxis, and some public service vehicles, still run on electricity, but there are very few private cars on the road. City Hall has to issue a special permit, and this is very rare. Once driving became unaffordable for the masses, most people voted yes in a civic

referendum on the question of “free” public transit. Of course it is not really free – we just pay for public transportation at tax time instead of at the fare box. Taxes haven’t even decreased as a result of banning the private automobile, as many predicted it would – instead we are still paying off an enhanced bus and rapid transit fleet, a greatly expanded bicycle infrastructure, and the remodeling of all roads in the city to accommodate increased pedestrian and pedal-powered traffic.

In other cities, particularly where there was a strong nuclear lobby, electric and hydrogen fuel cell cars simply replaced petroleum ones. From what I’ve heard, the same structural inequalities that existed before remain in place – expensive public transit and rising rents and property prices, especially in the city itself. Electricity is quite expensive, and it is impossible for poor people to drive cars, let alone own them, even though most of the poor have been pushed to the far corners of cities. There is also a fierce national debate over what to do with the spent nuclear waste.

Life in my city didn’t get significantly more expensive, although certain things, like

food, did. Without transport subsidies, fresh produce is no longer trucked up from the South. And without the petrochemical fertilisers, agriculture has become much more labour-intensive. As a result, we all pay more for food, reflecting the true cost of production. Without the cheap imports coming from south of the border, more farmers started to grow produce locally. The climate here is mild enough year-round to grow baby greens and winter vegetables, although I must confess some- times I dream of oranges and bananas. We can still find tropical fruit in very posh shops, but who can afford them? We eat a lot of dried fruit and preserves in the winter. Out in the valley, where much of the produce is grown, a new industry in drying and preserving has mushroomed. At one point, I had a small garden plot not far from my residence, but now I don’t bother. There is so much food produced locally that I can get any seasonal produce I want, in virtually any shop. There is also a lucrative business in grocery deliveries, as every shop has a small fleet of bicycle delivery staff.

Food is prohibitively expensive for those who live further north and can’t grow their own. At one point the government tried to start a special greenhouse programme in the North, but there just wasn’t enough light for things to grow. One of the worst things that happened after the oil shortage was continuing climate change. Global warming didn’t slow down, and scientists predict it will be quite some years yet before the climate up north stabilises. It affected the northern eco- systems quite badly, and the local game popula- tions that the Inuit traditionally relied on dwindled. Because of a massive decrease in flights to those communities, global warming

Against the Grain

n Surveying oil's decline with industry expert Colin Campbell

by Gandalf Tätting

Dr. Colin Campbell has over 40 years of experience in the oil industry. He earned a PhD in geology from the University of Oxford in 1957, and has worked as a petroleum geologist in the field, as a manager, and as a consultant. He is the founder of the Association for the Study of Peak Oil (ASPO), a trustee of the Oil Depletion Analysis Center (ODAC) in London, and a former affiliate of Petroconsultants (now IHS Energy Group) which maintains the most authoritative database on production and reserves.

Campbell once likened depletion to an Irish pub. "The glass starts full and ends empty. There are only so many more drinks to closing time. It's the same with oil. We have to find the bar before we can drink what's in it."

His provocative claim that financial capital was built upon cheap oil and therefore cannot handle the idea of a finite resource, has often led to public clashes with economists.

In this interview for Car Busters he explains some of the basics of peak oil and gives his opinion on

what must be done.

Car Busters: Could you give us an explanation of peak oil?

When we recognise that oil and gas are finite resources formed far back in the earth's geo- logical past, under now-well-understood, but rarely occurring, processes, it tells us that they are subject to depletion. A further reflection tells us that they have to be found before they can be produced. It is furthermore easy to understand how discovery starts in a new area with the first find, and then rises rapidly to a peak with the larger fields, and eventually declines to final exhaustion. Production has to mirror this discovery pattern after a time lag.

This would all be entirely self-evident if good data were in the public domain, which is far from the case.

The best current evidence available suggests that peak production comes in 2005 or 2006. Oil prices are set to go higher as there is virtually no spare capacity left, unless recession kills demand.

In world terms, the first discoveries were made around 1850, peaked in 1964, and then began declining. It is no surprise

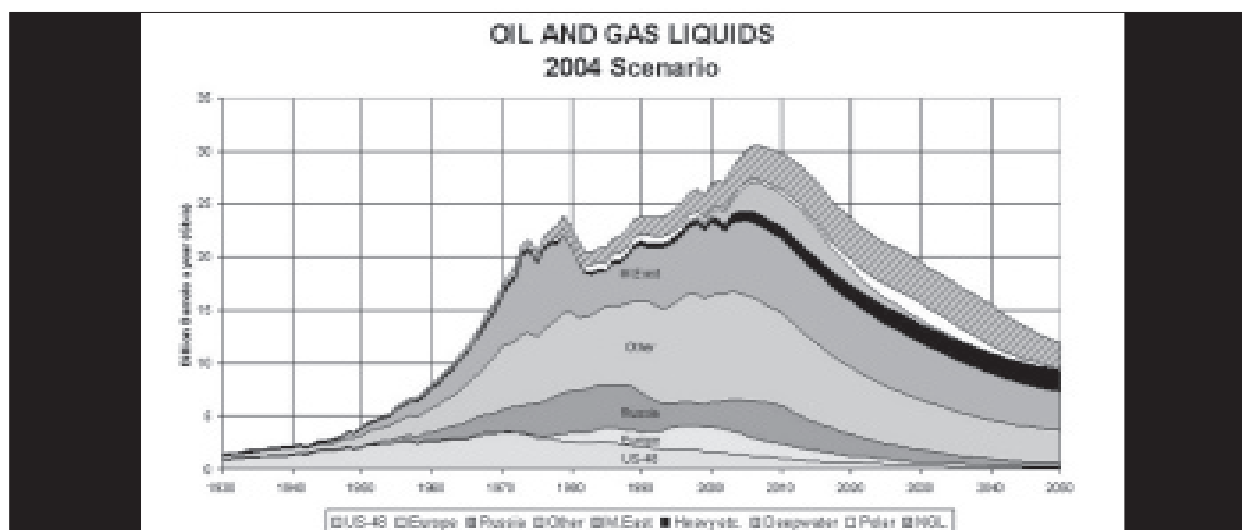


therefore that the corresponding peak of production now arrives. After peak comes decline.

Given the central role of oil in the modern economy we may expect the onset of decline to have a devastating impact. The actual decline is gentle at no more than two to three percent per year, but the perception of it being relentless carries very heavy implications.

Briefly, as I see it, the situation is as follows:

The first half of the Age of Oil is coming to an end. It lasted 150 years and saw the rapid expansion of industry, transport, trade, agriculture and financial capital which allowed the population to expand six-fold exactly in parallel with oil



By 2050 the Middle East's production of regular oil will decrease by 40%, while Russian and US production will become negligible (source:

production. Of particular importance was the little understood role of financial capital, which is not quite what it seems to be.

Financial capital was created during the first half of the Age of Oil in several ways.

First, commercial banks lent more than they had on deposit and charged interest that created money out of thin air, but the system worked because there was confidence that tomorrow's expansion, made possible by cheap oil-based energy, provided collateral for today's debt.

Second, world trading currencies (previously the pound sterling and now the US dollar) yielded a huge unseen rental that flowed to the issuing countries, the principal benefit of empire.

Third, the financial system effectively impoverished the so-called developing world as particular currencies became victims of negative speculation on currency markets, which in turn led to "rescues" in the form of dollar loans and liberalised policies whereby produce and profit were exported, leaving the country concerned ever more burdened by debt. For example, Ecuador's entire oil revenues are dedicated to servicing foreign debt, leaving its people worse off than before, despite apparent economic development.

Fourth, high oil prices are a further source of "capital" that is nothing more than profiteering by governments and companies from shortage, as the cost of production does not significantly change. High prices do not lead to more discoveries. This defies the normal laws of economics, which are not designed to address physical limits because none have hitherto been experienced on a global scale.

Soon, the second half of the Age of Oil will dawn. It will be characterised by the decline of oil and all that depends on it, including financial capital because the decline in energy supply will remove the essential confidence that tomorrow's expansion provides collateral for today's debt. This in turn implies that massive amounts of "capital" will have to be removed to match the declining energy supply on which capital ultimately depends for its legitimacy. We speak therefore of a second Great Depression, echoing the events of the early 1930s, but now made even more severe by the huge expansion of unsupportable and unsustainable urban populations.

At first sight, this sounds like an apocalyptic vision, and no doubt the transition to the second half of the Age of Oil will be a time of great tension and difficulty, but in the longer term the new world that dawns may be a better one. People will again have to live within their communities, relying on the possibilities of their own situations as imposed by nature. Desirable diversity and independence

will be encouraged in the most positive manner. People, spared from the current gruesome global competition and conflict, might come to gain a greater respect for themselves, their neighbours and the environment within which nature has ordained them to live.

CB: What is the scientific background for peak oil?

The basic geological controls for oil accumulation were understood in the early days of oil in the 19th century, but petroleum geology has made great strides in refining the understanding. Geo-physical advances have made it possible to map structures far below the surface in great detail, and a geo-chemical breakthrough in the 1980s made it possible to precisely identify the sources of oil, evaluate the conditions necessary and map the effective areas.

Briefly, the bulk of the world's oil was formed in two short epochs of extreme global warming 90 and 150 million years ago, when algae proliferated in lakes and seas, to be preserved in stagnant rifts formed as the continents moved apart. Once formed, the oil moved upwards to zones of lesser pressure. Some dissipated and was lost at the

surface, but some accumulated in structural traps large enough to become oil fields.

In a similar fashion, gas was formed from plant remains, rather than algae, and from ordinary oil that was over-heated on deep burial. Gas needs a better seal than oil to hold it in the trap, and much was lost over time.

The production in any oil field declines towards the end of its life, as rising water displaces the oil extracted from the reservoir. Off-shore fields are normally produced at below maximum rate to deliver a

long plateau and an abrupt decline to maximise the facilities.

CB: Do you believe that alternative energy sources will take over from oil?

There is no doubt that so-called renewables from sun, wave, tide and geo-thermal will play an increased relative role in the future, as too, no doubt, will coal and nuclear.

But it is important to take into account the net energy yield. For example, a nuclear power station incorporates a great deal of oil-based energy: making and transporting the concrete and steel, mining and transporting the uranium (itself available in ever lower concentrations), disposing of waste and, eventually, decommissioning.

Secondly, the current economy is heavily dependent on cheap oil. So if its high price triggers a recession, demand and the price of oil would fall. If so, these alternatives become much less competitive.

“
The decline in
energy supply will
remove
the confidence
that tomorrow's
expansion provides,”



Bike taxi (ojek sepeda) in the Glodok



Children's pedal-powered amusement ride



Sewing machine bike (sepeda

Questioning

by Jonathan McIntosh



Bike bird salesman (sepeda burung)

This is an ongoing photographic collection documenting a wide variety of creative bike designs and pedal-powered vehicles from around the world. Pictured is a series from the island of Java, Indonesia. It's important to keep in mind that, in the "developing world," bikes and pedal-powered vehicles are used out of economic necessity and not very often out of a concern for the environment. However,



Snack bike vender



Becak driver in Band-





Travels with Jujube

by Randy Ghent

Car Busters co-founder François Schneider set out across the countryside of southern France on foot in July 2004, with Jujube the donkey at his side. Nine months later, he's still on the road.

His goal: To highlight the need for an alter-native to consumerism and economic growth, and to promote conviviality along the way. Schneider invites the public to engage in a dialogue with a modern-day "counter-growth colporteur."

Colporteurs, or peddlers, once played a vital role in the countryside. Not only did they sell basic necessities, but they spread news and allowed for vital exchange between regions.

"Today, neither the countryside nor our cities need more pots and pans or salt," Schneider says. "But faced with a blockage of information channels, we have a need for new peddlers – not peddlers of goods, but peddlers of ideas."

The theme of his tour, "La

marche pour la décroissance" (The Walk for Counter-Growth), was inspired in part by Schneider's frustration working as an environmental researcher for ten years at institutes in several countries.

"I didn't feel the reports I was writing led to any change or had any effect in practice," Schneider says. "So I wanted to do something that engaged with people directly. Also, it was clear that solutions could not come from further growth," the assumption on which most environmental discourse is based.

Schneider sees our growth-based economic system as a cancer, an image that has new meaning for him after his experience with a long-misdiagnosed spinal tumor, now benign thanks to a successful operation.

"There comes a point when society can consume too much, and it becomes destructive," Schneider says. "We need economic downsizing; we need to lower our GDP."

This critique of growth and progress, best known from E.F. Schumacher's *Small is Beautiful*,

was more recently re-popularised in Clive Hamilton's 2004 book *Growth Fetish*.

Contrasting with the growth economy, the steady-state model of economics – developed by Herman Daly and others – seeks to balance production with consumption at a constant level that the environment can sustain.

Schneider argues that society should adopt a steady-state model at a lower level of consumption, one that can be shared by everyone globally. This would mean a considerable economic downsizing for the 20% of the world's population that consume 80% of resources, but an increase in consumption in the so-called Third World, which would rise to the First World's new consumption level. In effect, the terms "First World" and "Third World" would cease to have any meaning.

It is in this spirit that Schneider has helped to create a movement in France promoting "la décroissance soutenable" (sustainable counter-growth), promoting just that. The concept is similar to "powerdown," the deliberate process of economic contraction described in Richard Heinberg's recent book, reviewed on page 27.

Through this movement's efforts, décroissance has become a hot topic of debate and a household word in France – with a steady stream of mainstream media coverage, scientific debate, conferences, and the publication



want to

Dear Anna,
I need help! At first I enjoyed driving – it felt like freedom on four wheels. Now, sitting in traffic jams all day, unable to open the window because of the bad air, and the high gas costs are making it feel more like a four-wheeled prison.

I want out, but it keeps pulling me back in. Please, tell me how to travel less.

Signed,
Disillusioned

Dear Disillusioned,
Rethinking car use is vital. Staying still or making fewer, shorter trips are superb ways to cut traffic. Travelling less is safe, green, convenient and cheap. After all, travel isn't a finished product – just sometimes necessary to get what we need.

Imagine a desire comes to mind. How can you achieve it with minimal travel?

1. Is it essential?

In general, aim to buy less by distinguishing a want from a need. Taking stock of possessions, repairing and reusing all avoid duplication.

Full intention requires that your heart truly desires the goal. Also the belief that you can attain it, and total willingness to have the outcome. Consider buying essentials in bulk, if you can carry them. But, if you are unsure then conserve resources, relax and think again.

2. Can it be made here?

I create self-employment at home or close by. My work includes a yoga business, writing and organising events. Unpaid, I do housework and childcare (jointly with my husband). We grow some spinach, window sprouts

and berries and use a breadmaker. Making cards and presents is fun and creates personal gifts. We know how to exercise at home and don't need a gym.

Could you compress your working hours (e.g., work four days a week instead of five) or telework? Even one day at home a fortnight cuts commuting by 10%.

Favour locally made and sourced goods. As well as cutting personal travel, total product miles are reduced.

3. Can it be delivered?

Brought-to-you services are fabulous. Put out a request verbally, by phone, Internet, post, e-mail, text, fax or written list. Remember to ask family, friends and neighbours as well as delivery staff. Examples are post, financial services, take-aways, groceries, milk, news, babysitting, renewals, cleaning and hairdressing. For years we rented cloth nappies [diapers] and had them laundered.

Others will easily find you if you provide the address, written directions, public transport details and/or a map.

4. Can it be collected?

Things that can be collected: me, my family, equipment, direct debits, recycling, a child from school, charity bags, cycle and rubbish. Use bicycle couriers if possible.

Share a lift to work from your home; is there a nearby pick-up system? Lift-sharing and car-pooling are mainstays of travel plans. Park and Ride is another example.

5. Can I set the venue?

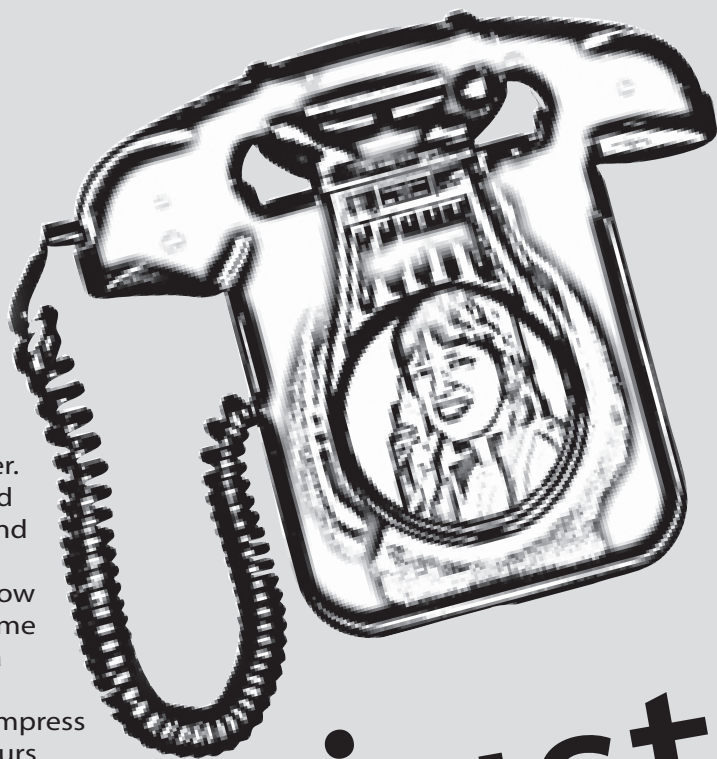
If you must meet, invite people to a location where you'll already be. Teleconferencing and webcams are the high-tech solutions. Usually my private students visit me. If they arrive late, they haven't wasted my time. Otherwise, choose the nearest place or meet mid-way to reduce travel.

6. Where is the nearest place for this?

Proximity is crucial. Kind neighbours give, lend or sell me child care, nearly new clothes, pet feeding, plant watering, videos, books, company, sometimes food and more. Otherwise, the corner shop often has what I need. I hire a nearby hall for my yoga business and rarely make appointments that are inaccessible by cycle or public transport. When going somewhere you've never been before, ask for directions so that you won't get lost.

7. When?

Urgency often determines



just call



Breaking the Habit

n Taking the Car-Free Challenge

by Rebecca Grossberg

I am starting to love the autumn for more than the brilliant crimson leaves and crisp blue skies. After coordinating the second annual Madison Car-Free Challenge [in Madison, Wisconsin, USA], autumn has become a time when I feel fit, strong, and capable of almost anything.

My friends know this as a time when I become slightly eccentric, such as refusing rides from my housemate in favour of bicycling, even on chilly evenings when we are going to the exact same destination. Above all, it's the time of year when I think about my habits. Which habits are serving me well and which ones can I live without?

Last autumn, 301 Madison-area residents and I scrutinised our transportation habits by participating in the two-week Car-Free Challenge from September 22 to October 5. Together we reduced more than 16,228 car miles (10,140 km) – the equivalent of not driving five and a half times across the continental United States.

This resulted in not adding about 13,000 pounds (5,910 kg) of greenhouse gases from the atmosphere. On average, we each

drove 82 miles less than we usually do (based on 200 participants who reported their results). Seventeen participants were carfree and 20 people reduced more than 200 vehicle-miles. In two weeks we saved more than \$1,300 on gas, and if we keep it up for a year we will each save about \$170, plus additional savings on car maintenance, parking and insurance.

Madison Environmental Group developed the Car-Free Challenge as a positive way to foster behavioural change by encouraging people to try living carfree or "car-lite" for two weeks. Anyone who commits to eliminating at least one car trip per week is welcome to participate. To reduce car miles, participants can replace their car trips with the bus, bicycling or walking; reduce the length of car trips by choosing destinations closer to home; and remove car trips by carpooling, combining trips or just staying home.

Every participant who completed the challenge was entered in a prize drawing for a free commuting bike and other prizes donated by local businesses.

As the organiser of the Car-Free Challenge, I enlisted sponsors (City of Madison, Dane County, Madison Gas and Electric, Physicians Plus, The University of Wisconsin Transportation Services, Williamson Bikes

& Fitness and Community Car), created a web page, and distributed e-mails to promote the event. Then I watched the participant list grow daily, marveling at the number of people who appeared to want to reduce their driving. From the many positive comments and thanks I received I

concluded that people welcomed the Car-Free Challenge as an opportunity to take positive action to confirm their values.

For some participants, the challenge was motivation to rediscover a healthier, simpler, less autocratic lifestyle. For

“ Together we reduced more than 16,228 car miles. Seventeen participants were carfree and 20 people reduced more than ”

example, Judy Skog rode her bike for transportation when her children were small, but lately she has only ridden once or twice a year. In the first six days of the challenge, she biked to restaurants, to the gym, to a rally at the Capitol, to church and to the grocery store.

Alderman (town councillor) Steve Holtzman rediscovered his bicycle that he had not relied on for over a decade. He described how much more energetic he felt when he arrived at meetings “pumped up with endorphins” from the exercise.

The challenge presented an opportunity to slow down and enjoy time with family and friends. Darren Bush described a peaceful Sunday morning walk to church with his wife and two children, and Jeanette Froehle told how she has made friends simply by walking past her neighbours every day. Katrina Forest described spending “a cozy rainy Friday afternoon... baking cookies and chocolate cake” with the kids instead of going out, and Steve Bazan shared a wonderful

story about bicycling with his daughter in the rain.

However, for people juggling family and work responsibilities, the Car-Free Challenge also required some planning. Anne Alely observed that taking the challenge “wasn’t just my decision – it meant polling my kids and husband and asking them to help me make it work

too... We can’t possibly handle two weeks completely without a vehicle but we’re aiming for car-lite... I was relieved at how that concept was communicated as an acceptable possibility by the group’s organisers.” Kathyne McGowan’s family used the Challenge

as an opportunity to downsize from two cars to one. They reduced 430 miles by combining trips that they used to make in two separate cars. Judy and Ken Skog also sold one of their two cars and purchased monthly bus passes to minimise their use of the shared car. Joy Stieglitz and her family started walking to neighbourhood grocery stores with the kids in strollers more than they ever had before.

“ As long as a car is sitting in the driveway, choosing not to drive almost always takes some effort. ”

Counter-Growth...

continued from p. 23

of a book and newsletter in the last couple of years.

“We must be careful how we define ‘sustainable counter-growth’ because this could be either positive or negative,” Schneider warns.

Therefore, counter-growth proponents stress that lower GDP should represent a growth in non-commodified social relations, time for oneself and for others, equity, health, nature, security, art and culture. Based on participative democracy, the idea is that we can find a better quality of life and a “joie de vivre” in simplicity.

For example, the cover of the *Décroissance* newsletter might scream “For Christmas: Buy Nothing.” Yet inside the text suggests: “Learn to create your own toys to give away. The love that you put into a gift is more important than the loud colours of an industrially prefabricated toy.”

But voluntary simplicity by a conscientious minority does not in itself solve the problem. Schneider’s research work on the “rebound effect” suggests that a reduction in consumption by one part of the population could be cancelled out by an increase in consumption elsewhere. Therefore the shift must be society-wide.

Those who give up their car but remain on the same consumption budget will likely spend their savings on something else, such as air travel. Even those who decide to live with less money will not have an effect on a society that maintains the goal of GDP increase – the savings on one part of the population will be offset by increasing expenditures by other segments of society.

Travelling at less than 20 km per day lends itself perfectly to communicating such messages through actions as well as words. And Jujube contributes to this effort in her own way, braying a call to convivial insurrection that brings the children flocking over, with the adults not far behind.



A fair-trade company provided bicycle-powered coffee delivery during Madison's Carfree Challenge

Studies & Reports



U.S. PIRG Education Fund



Subsidising Disaster

Massive subsidies to the oil and gas industries in G8 countries are the catalyst for two reports from the Institute for Public Policy Research in the UK and the US PIRG Education Fund.

In 2004, US federal energy proposals provided more than US\$35 billion in new subsidies for fossil fuels and nuclear power. These proposals offered only \$16 billion to fund energy efficiency and renewable energy programmes.

By requiring the US to generate 20% of its electricity from clean energy by the year 2020, says the report, residential, commercial and industrial consumers could save \$11 billion on natural gas bills. Focusing on renewable energy programmes would yield a net annual average of 154,589 jobs between 2005 and 2020.

Similarly, IPPR calls on all G8 countries to phase out fossil fuel subsidies and increase support for renewable energy and energy-saving projects. In 2003, alternative energy projects received only \$1.7 billion from the World Bank's overall budget for energy projects of \$12 billion.

Catalysing Commitment on Climate Change also calls on industrialised countries to accept responsibility for their harmful emissions by establishing a compensation fund for developing countries to support disaster preparedness, mitigation and relief.

The report, prepared for the International Climate Change

Taskforce, is available free from www.ippr.org/publications and the PIRG report can be found at www.newenergyfuture.com.

Sprawl Pushes Wildlife to the Brink

USA - According to a new report by a trio of environmental groups, expanding urban sprawl is putting a third of America's endangered species at risk of extinction within the next two decades.

The National Wildlife Federation, Smart Growth America and NatureServe project that over the next 25 years, more than 22,000 acres of natural resources and habitat will be lost to development in 35 of the largest and most rapidly growing metropolitan areas.

"In these metro areas, the leading cause of habitat destruction is sprawl – development of homes and office buildings and roads in outlying forests and farm fields," says John Kostyack, a National Wildlife Federation attorney and report co-author.

According to the groups, as many as 553 of the nearly 1,200 at-risk species are found only in those areas.

Don Chen, executive director of Smart Growth America, said that to turn back urban sprawl, developers should be given incentives to build in existing city areas and to create higher-density projects. He said more land also should be set aside as natural open space.

A Soft Spot for Walking

A UK Department of Transport report shows that "soft" transport policy measures – such as workplace and school travel plans, travel awareness campaigns, public transport marketing, car clubs, teleworking and home shopping – can reduce peak period urban traffic by about 21% (off-peak 13%) and lead to an 11% nationwide reduction in

all traffic.

Soft measures help people "reduce their car use and enhance the attractiveness of alternatives." They are a new addition to mainstream transport policy, relatively uncontroversial, and often popular.

However, the decrease in traffic, says the report, would attract more car use, offsetting the impact of the reduced car use. This can be prevented through "supportive policies" such as re-allocation of road capacity, improved public transport, parking control, traffic calming, pedestrianisation, cycle networks, congestion charging, etc.

Accounting for the social costs of congestion, the report concludes that £1 spent on well-designed soft measures could bring about £10 of benefit in reduced congestion.

Read the full report at www.dft.gov.uk.

Finding Space for Cycling

In the latest issue of World Transport Policy and Practice, Frank Witlox and Hans Tindemans evaluate bicycle and car use in Ghent, Belgium.

They found that the bicycle is losing the battle in this Flemish city of 400,000. The study found that 75% of trips are less than 10 km and nearly half of all trips are less than 5 km, but the car is still used for over 60% of all trips. Shopping and school trips are the shortest, at under 3 km.

Once the distance of a trip exceeds 1 km, the car becomes



The Agony of Driving

Book Reviews



Powerdown

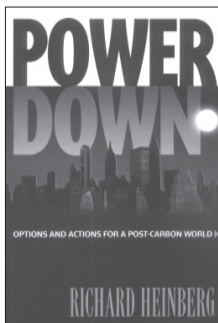
Richard Heinberg, New Society Publishers, 2004 ISBN 0-86571-510-6

Imagine for a moment a post-petroleum society

as have some of the writers in this issue: Canada was long ago invaded by the oil-hungry US; however, the invasion was the last gasp

of a dying empire. The scared and helpless brought to power a strong central government whose educational propaganda was modelled on our present-day advertising industry. Billboards would cover the sides of buildings proclaiming "happiness and welfare lie in community solidarity."

This future scenario emerges from Richard Heinberg's exploration of the end of an oil-powered industrial civilisation. Powerdown suggests that



we should prepare now for the end of the oil age, and to ease the potential apocalyptic consequences we need to reduce population growth in poor countries and stop the rabid consumption of the privileged.

In the land of sprawl, no money down and personal transport, Heinberg's argument is convincing. All of the press lavished on the hydrogen economy, capitalism's answer to peak oil, doesn't challenge the auto industry to change its behaviour. Technically feasible improvements to cars and environment regulations, writes Heinberg, are "100 times cheaper than a transition to hydrogen when it comes to reducing pollution." Initiatives like California emission laws do just this and the car industry is suing the government for it.

Heinberg calls for an independent energy commission (but funded by the government, much like the BBC) which would objectively evaluate alternative sources of energy so that the public would quickly know which sources hold merit.

The societies reaping the

rewards of the global economy need to choose between a path that follows incessant research and development into new technologies, and as such a failure to acknowledge that current consumption levels are simply too absurd to maintain, and one that works toward creative solutions now. There is no future without sacrifice. If we continue to pour money into corporate research then we continue to live in a kind of dream world, "waiting for the magic elixir," as Heinberg writes.

Heinberg, a resident of the suburbs, is likely all too familiar with the excess and the refusal to sacrifice one's Bush-given right to consume heartily. Yet, when Heinberg ventures into the political territory of the "developing" world few, solutions are on offer.

The United Nations Population Fund is involved in educating women in family planning and empowering local communities to act independently of their governments. (Interestingly, the US is not among the 149 countries that donate money to the fund.)

Heinberg believes the world needs "a centralised, international governing body" as well as strong national governments to "avert an Armageddon scenario of resource wars." It is unclear how he imagines that the countries of the world, especially those with fresh memories of totalitarian regimes, will accept such a situation.

He does argue that once the governments have done their job they should relinquish power and reduce their scope. However, his example of the Cuban, post-communist powerdown is not a particularly convincing one, given that only a flurry of bullets will keep Castro from his post.

The American people are "so 'dumbed down' by television that they have little or no awareness of what is happening to them," so "forcible government

Take Bike Your Life: A Benefit Cassette

Former Car Busters staffer Sina Arnold has been working on tons on cool projects since departing the Carbie office a few years back. Aside from being an international observer in Chiapas, Mexico, she has for the last few years been coordinating the Do-It-Yourself bicycle repair shop at the XB, a legalised women and lesbian squat in Berlin. The bike repair shop is open to people of any gender, while Tuesday is ladies' night.

Sina has put together a raucously rockin' Bike Punx 23-song compilation tape to raise money for tools, oil, patches, etc., for the bike shop.

There is something for everyone on this thumpin' compilation. Songs like "U-lock Justice" by RAMBO, as well

as tunes "Bike Militia" and "Apocalypse Riders" will keep you inspired as you rock out to them on your shiny chrome low-rider 16" cruiser while passing those dopey drivers stuck in traffic. Hardcore punk classix such as "Bike Punx" by Divide & Conquer (complete with bike bell accompaniment) and "Drunk on a Bike" by Vancouver's SNFU will keep you a-dancing day or night at Reclaim the Streets parties.

Mouldy Peaches offers up a more melancholy love song "Ride Bikes With You", and radical folk singer David Rovics plays "Get on Your Bicycle." Four bands offer tunes called "Bike Song," including Red Monkey and Queen. There are a couple

Resources



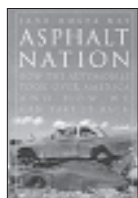
Nonfiction

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back

Jane Holtz Kay, 1998, 440 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Kay shows that radical change is possible.

Carfree Cities

J.H. Crawford, 2000, 324 pages

hardcover: EUR 40, £28, US\$40, AU\$68, or CZK 1180

paperback: EUR 30, £21, US\$30, AU\$52, or CZK 885

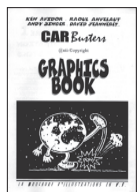


An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, *Carfree Cities* outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's carfree design in new and existing cities.

Car Busters Graphics Book

Car Busters, 1999, 44 pages

EUR 5, £3.50, US\$5, AU\$9, CZK 125



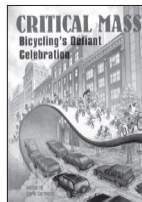
Our graphics book brings together all the best graphics on file at *Car Busters* from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

Critical Mass

Bicycling's Defiant Celebration

Chris Carlsson, editor, 2002, 256 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670



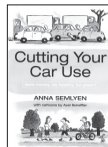
A pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!

Anna Semlyen, 2000, 160 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250



Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated edition.

Divorce Your Car

Ending the Love Affair With the Automobile

Katie Alvord, 2000, 320 pages

EUR 20, £14, US\$20, AU\$35, or CZK 500

Earth First! Direct Action Manual

DAM Collective, 1998, 152 pages

EUR 6, £4, US\$6, AU\$10, or CZK 150

Comprehensive guide to direct action tactics.

The End of the Road

Wolfgang Zuckermann, 1991, 300 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and re-arranging our lives.

For Love of the Automobile

Looking Back Into the History of Our Desires

Wolfgang Sachs, 1992, 227 pages, hardcover

EUR 40, £28, US\$40, AU\$68, or CZK 1,180

The Geography of Nowhere

James Howard Kunstler, 1994, 304 pages

EUR 17, £12, US\$17, AU\$29, or CZK 500

Car Busters Graphics Book

Car Busters, 1999, 44 pages

EUR 5, £3.50, US\$5, AU\$9, or CZK 125

Many of the graphics used in the magazine, plus more.

Home from Nowhere

Remaking Our Everyday World for the 21st Century

James Howard Kunstler, 1998, 320 pages

EUR 17, £12, US\$17, AU\$29, or CZK 500

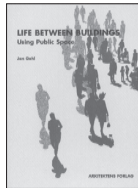


Kunstler offers a way back from the "tragic sprawlscapes of cartoon architecture, junked cities, and ravaged countryside" that he described in his book *The Geography of Nowhere*. Kunstler calls for the restoration of traditional architecture, sensible urban design principles, and the development of public spaces that meet people's need to interact with one another.

Life Between Buildings

Jan Gehl, 2001, 202 pages, fourth English edition

EUR 20, £14, US\$20, AU\$35, or CZK 500



A classic is republished and revised. First published in 1971, this book is still the best source for understanding how people use urban public spaces. A standard textbook in many architecture and planning schools around the world, this book continues to be the undisputed introduction to the interplay between public space design and social life.

New City Spaces

Jan Gehl and Lars Gemzoe, 2001, 263 pages

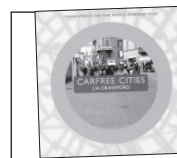
hardcover: EUR 55, £38, US\$55, AU\$95, or CZK 1,620

Through colour photos, descriptive text and diagrams, this informative book highlights 39 public spaces around the world that have been won back from traffic.

Street Reclaiming



Among our new line of *Car Busters* postcards, the above designs expand our range of consumer products for the entire family! An assortment of ten postcards costs EUR 5 / US\$5 / £3.50.



Carfree Cities
in paperback

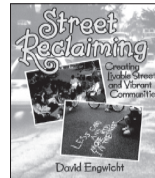
EUR 30 / US\$30 / £21
shipping included

Creating Livable Streets and Vibrant Communities

David Engwicht, 1999, 207 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670

Street Reclaiming not only celebrates the potential of



our streets to become vibrant centres of culture and community, but shows you how to make it happen. For residents it includes a simple six-week programme to reduce traffic by 30 percent. For city officials, it shows how reducing citywide traffic is as simple as reducing rubbish.

Wise Fool Basics

K. Ruby, *Wise Fool*, 1999, 96 pages

EUR 13, £9, US\$13, AU\$22 or CZK 375

Fiction/Kids

The Age of the Bicycle

Miriam Webster, 1998, 270 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250

Alice in Underland

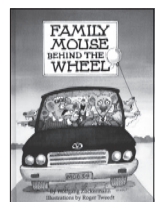
Wolfgang Zuckermann, 1999

EUR 10, £7, US\$10, AU\$18, or CZK 250

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages

hardcover: EUR 10, £7, US\$10, AU\$18, or CZK 250



This colourful illustrated book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest and, eventually, create an urban hell. An eye-opener complete with the obligatory moral message.

The Little Driver

Martin Wagner, 2003, 56 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250

"Freesources"

A growing selection of free texts available in several languages and file formats from <www.worldcarfree.net/resources/free.php>:

- *Energy and Equity* by Ivan Illich
- *Hypermobility* by John Adams
- *The Automobile and D croissance* by Denis Cheynet
- *Time Pollution* by John Whitelegg
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Motorism* by Daniel James

Not finding what you're looking for?

Our members/subscribers get a 10% discount at <www.detroitpublications.com> on over 130 books and other resources on transportation and urban ecology.

Videos, Etc.



Autoschreck / Car-Fright

1994, English or German, PAL only
EUR 20, £12.50, US\$20 or CZK 600

The car is taking over the city. Michael Hartmann refuses to bow to them, walks straight over the cars illegally parked on the pavement (sidewalk). A documentary about a man discharged from a mental hospital for being perfectly normal. He was just giving cars a taste of their own medicine.

We Are Traffic!

1999, 50 min., PAL or NTSC format
EUR 25, £17.50, US\$25, or CZK 735



A chronicle of the Critical Mass bicycle movement, now a monthly ritual in over 100 different cities in 14 different countries, starting in San Francisco in 1992. *We Are Traffic* tracks this leaderless, grassroots movement, which has brought together complete strangers in an exuberant, commercial-free public event.

Return of the Scorchers

1992, 30 min., PAL or NTSC format
EUR 25, £17.50, US\$25, or CZK 735



Before automobiles ruled the roads, cyclists were referred to as "Scorchers" because of their blazing speed. A century later, *Return of the Scorchers* discovers an inspiring bicycle renaissance. Filled with inspiring scenes of bike use around the world. The video that gave us the term "Critical Mass".

MATE Booklet and Map

(Map of Activities on Transport in Europe), A SEED Europe, 2000
EUR 7, £4, US\$7, AU\$12, CZK 200

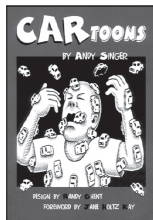
A comprehensive guide to European transport, including an overview of TENs and TINA projects.

Car Busters Press

Bulk Discount: Ten or more CARtoons and/or Roadkill Bill books, any combination, for half price.

CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: EUR 10, £7, US\$10, AU\$18, or CZK 150
CD-ROM: EUR 4, £2.50, US\$4, AU\$8, or CZK 80



A personal and provocative look at our relationship with the car, from Ford's first assembly lines to to-day's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics (available for free nonprofit reuse).

Roadkill Bill

Ken Avidor, 2001, 108 pages
EUR 10, £7, US\$10, AU\$18, or CZK 150



It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In *Roadkill Bill*, the wonderful, provocative, amusing and sometimes gruesome car-toons are collected together for the first time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.

Stickers

"One Less Car" Bike Stickers

Ten stickers:

EUR 2, £1.40, US\$2, AU\$3.50, or CZK 50

Available in Chinese, Czech, Dutch, English, Finnish, French, German, Irish, Italian, Norwegian/Swedish/Danish, Polish, Portuguese, Romanian, Russian, Serbo-Croatian, Slovak, Spanish and Welsh. Sized for bike frames, water-resistant.

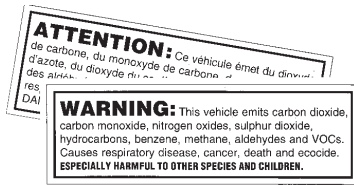


"Cancer Warning" Stickers

15 stickers: EUR 3, £2, US\$3, AU\$5, or CZK 80

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Available in French, German, English, Spanish, Serbo-Croatian and Czech.



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Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs.



T-Shirts

EUR 10, £6.50, US\$10, AU\$20 or CZK 300

Front: World Carfree Network. Back: Towards Carfree Cities. Specify colour (yellow, orange, red, forest green, or beige) and size (XS, S, M, L or XL).



[front]

[back]

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Should you prefer to pay by bank transfer, please contact us.

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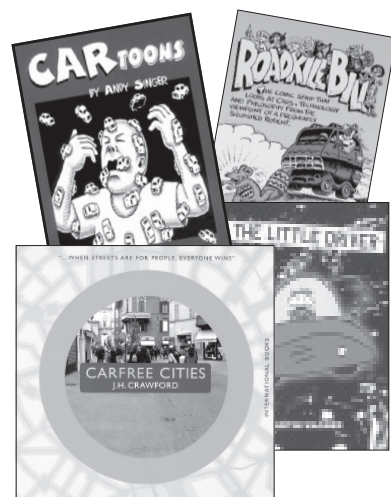
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Announcements



Ecologists to March

Against Grand Prix

As seen on the back cover!...

Casseurs de Pub, a French nonprofit organisation, is organising a "Marche pour la Décroissance" (March for Counter-Growth) June 6 to July 3 from Lyon to Magny-Cours in the hopes of stopping the Formula 1 Grand Prix race. Organisers expect several hundred participants.

"It's about renewing the tradition of nonviolent mass marches," explained Casseurs de Pub president Vincent Cheynet, calling the Grand Prix "the ultimate symbol of wastefulness" as his organisation launches its fifth annual campaign against the race.

After a big evening event "against the society of consumption and waste" on June 6 in Lyon, the marchers will take to the road, at the rate of 15 km per day, to the rhythm of the steps of François Schneider and his donkey Jujube [see page 22], who have been traversing France for a year on an educational tour promoting alter-natives to economic growth.

During the march there will be conferences and meetings every weekend. The march will terminate with a big demonstration on the edge of the Magny-Cours racetrack, on the

day of the Formula 1 Grand Prix races. Activists and several well-known speakers will arrive from Paris or Lyon by bicycle, including José Bové and Albert Jacquard.

For more information (in French), see <www.decroissance.org/marche>.

Bike Caravan Against G8

The G8 summit in July 2005 will take place in Gleneagles, Scotland. Thirty years of G8 summits has not brought peace and prosperity but has led to further impoverishment for millions of people, undermined basic democratic rights, destroyed the environment and increased global instability. G8cyclecaravan is a network of activists and cyclists based in diverse local groups.

The group is organising an exciting cycle tour from London to Edinburgh arriving in Edinburgh on July 6, in time to join protests against the G8.

If you are interested further details are available at <www.g8cyclecaravan.org> or via e-mail at <info@g8cyclecaravan.org>.

Depave Chicago 2005

Chicago cyclists have banded together to establish the Depave Chicago 2005 festival to highlight more sustainable practices to the paving of open space and the

over-dependence on the private automobile. It all starts May 21.

For the full schedule of events, see <www.foreverfreeandclear.org>.

NYC Bike and Transit Conference, Expo and Rally

From June 24 to July 4, come to the New York City Bike and Transit Conference to express yourselves, compare notes and make plans for more effective actions on behalf of sane and human-scale transport.

Proceedings will all be free, and, in some cases, simulcast on the Internet. Each subject will have a full day to explore current conditions and possible remedies for the health, economic and transportation catastrophes in which we are currently enmeshed.

Topics will include, among others: Defining Public Space, Bicycle and Electric-Assisted Vehicle Design, Shared Vehicles and much more.

For the complete programme, see <www.lightwheels.com>. For further information, contact <MeetMe@TheAutomat.com> or call +1(212)431-0600.

Call for Short Films

Collectif Intersection is organising an international film festival on cars and the environment (Le



Towards Carfree Cities V: Registration Now Open!

The fifth Towards Carfree Cities conference, hosted by Clean Air Action Group, will take place in Budapest from July 18-21.

An early registration discount is now available. Registration forms, a draft programme, accommodation tips and further information are available at <www.worldcarfree.net/>

conference>.

We look forward to seeing you there!

Call for Videos

We are once again looking for short films and videos for the Budapest conference. Video nights are always full of carfree treasures. Last year, Broken Glass Man, crash test dummies, and all those great carfree heroes entertained the conference crew.

Send us your short videos (under 15 min.) by July 1 to the Car Busters office in Prague. If you

do not have a film already then pick up a camera and make one! Head out into the streets and see where life through lens takes you.

Films should be on the subject of transportation and be in DVD format, or other computer compatible formats like .mpeg, .avi, and .mov.

Ecotopia Biketour 2005

The Ecotopia Biketour will start in Banja Luka, Bosnia on June 20, head down to Sarajevo, up to Beograd, on to Romania and

MARCHE POUR LA DECROISSANCE

(Des 15 jours d'occupation aux 15 jours de déoccupation / 15 jours de déoccupation / 15 jours de déoccupation)

